Issue 190 21 October 1995

CBW

Coach and Bus Week

The PSV industry's news weekly

SHOW STAR

Boon's 'Hecmobil' is out of this world

STAGECOACH STUNNERS
Mega order rocks Coach & Bus 95 Page 4

A LEVEL PLAYING FIELD
Low-floor: which way forward? Page 6

WORLD FIRST FROM DAF
One-step decker steps forward Page 8

THE BEAUTY OF BEULAS
Challenge of the Spanish builder Page 10

HIGH QUALITY LOW MILEAGE COACHES FROM OUR HIRE FLEET

1994 L EOS90 Integral, 51R/Toilet
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF KS3000 Easishift Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF SB3000 Int Retarder Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L DAF MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF MB230LT Van Hool Alizee 'H', 51R/Toilet
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
1992 J DAF MB230LT Van Hool Alizee 'H', 51R/Toilet

HUGHES DAF HIRE

SHORT OF VEHICLES FOR PEAK PERIODS?
Why not hire a vehicle like this by the day, week, month or year
● Under your control ●
● With your drivers ●
● With your quality of service ●
01274 681144

1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1990 G DAF MB230LT Van Hool Alizee 'H', 51R/Toilet
1990 G DAF MB230LT Van Hool Alizee 'SH', 53R/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH,' 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 53R
1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
1989 F DAF DHTD Duple 320SL, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF SB2300 Duple 340SL, 53R
1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R

DAFBUS PARTS & SERVICE

HIGH QUALITY USED COACHES

1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1988 F SB3000 Van Hool Alizee SH, 49R/Toilet
1987 D DAF SB2300 Van Hool Alizee H, 49R/Toilet
1987 D DAF MB230LB Duple 340, 53R
1987 D SCANIA K112 Jonckheere, 51R/T
1986 C DAF MB200FL Plaxton 3500, 51R/Toilet
1986 PP VOLVO B10M Plaxton 3500, 52R

FOR FULL DETAILS TELEPHONE: 01274 681144

EOS COACH MANUFACTURING COMPANY PARTS & SERVICE | IKARUS PARTS & SERVICE | DAFBUS PARTS & SERVICE | VANHOOL PARTS & SERVICE | NC Northern Counties Buses are our business. PARTS & SERVICE

BRINGING YOU THE BEST IN QUALITY NEW & USED COACHES

MOSELEY

MOSELEY (PCV) LTD
ASKERN ROAD,
CARCROFT,
DONCASTER DN6 8DE
Tel: 01302 330600
Fax: 01302 330606

PARTS STOCKISTS:
BOVA, VAN HOOL
TOYOTA OPTIMO

1992 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, grey/red moquette, floor mounted toilet at o/s rear, continental door, double glazed tinted side windows with sun blinds, courier seat, wired TV/video, power entrance door, finished all white.
M.O.T. MARCH 1996

1990 (October) TOYOTA CAETANO OPTIMO

18 recliners, grey/red moquette, courier seat, curtains, power entrance door, finished white.
M.O.T. AUGUST 1996

1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red.
M.O.T. MARCH 1996

1989 (August) LEYLAND TIGER 260 DUPLE 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1996

1989 LEYLAND TIGER 260 DUPLE 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows with pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished green/white/black.
M.O.T. MARCH 1996

1987 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, RE-TRIMMED in grey/red moquette, courier seat, tinted side windows, curtains, drinks machine, TELMA retarder, power operated door, finished white.
M.O.T. MARCH 1996

NEW

AVAILABLE FROM STOCK

TOYOTA OPTIMO III
21 SEAT LUXURY MIDICOACHES
CHOICE OF INTERIOR COLOUR SCHEMES

1987 BOVA FUTURA FHD 12.280 INTEGRAL 12M

49 seats, grey/red stripe moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, TELMA retarder, wired TV/video, finished white/blue/pink.
M.O.T. AUGUST 1996

1985 (August) VAN HOOL ALICRON INTEGRAL 12M

49/53 recliners, Autumn tint moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, courier seat, water boiler, fridge, TELMA retarder, MAN power, wired TV/video, finished white.
M.O.T. JUNE 1996

1985 LEYLAND TIGER 245 DUPLE CARIBBEAN II 12M

46 recliners, blue/gold moquette, n/s rear floor mounted toilet, double glazed side windows, power entrance door, finished white/duo blue.
M.O.T. AUGUST 1996

1985 DAF DKVL DUPLE CARIBBEAN II 12M

49 recliners, grey/red moquette, rear sunken toilet, continental door, driver's sleeping berth, double glazed side windows, curtains, courier seat, drinks machine, wired TV/video, finished grey/red/orange/yellow.
M.O.T. JUNE 1996

1984 (August) NEOPLAN SKYLINER DOUBLE DECK 12M

MERCEDES V10 power, 74 recliners grey/red/blue moquette, O/S rear floor mounted toilet, double servery, TELMA retarder, double glazed tinted side windows, finished white/blue.
M.O.T. AUGUST 1996

1983 BOVA EUROPA II INTEGRAL 12M

49/53 seats, brown moquette, centre demountable toilet, tinted side windows, curtains, courier seat, water boiler, Webasto, wired TV/video, power entrance door, TELMA retarder, finished white/blue.
M.O.T. SEPTEMBER 1996

1983 BOVA EUROPA II INTEGRAL 12M

53 seats, brown stripe moquette, courier seat, rear continental door, power entrance door, finished white/red/maroon.
M.O.T. 1996

1983 DAF DKFL CAETANO ALPHA-GT 12M

53 recliners, brown stripe moquette, tinted side windows, curtains, power entrance door, finished white/blue/beige.
M.O.T. JULY 1996

1981 VOLVO B58 PLAXTON SUPREME 12M

57 seats, grey/red moquette, Bristol Dome, finished white/blue.
M.O.T. 1996

VAN HOOL
APPROVED SEAT BELT FITTING CENTRE
CONTACT -
JIM HILL.
Tel: 01302 330600

Issue 190 21 October 1995

CBW
Coach and Bus Week
The PSV industry's news weekly

Greenergy
For a clean*air* future
01753 623 500

ALTERNATIVE fuels should, by their nature, be inconspicuous, but at Coach & Bus 95 at the NEC last week they were conspicuous by their absence from the many new vehicles making their UK - and, in some cases, world - debuts.

DAF Bus and Calor ran a series of seminars to link with a demonstration of the Dutch LPG-powered SB220, Guide Friday added one of its gas-power ex-Nottingham Atlanteans to the shuttle bus fleet and various suppliers displayed their pollution limiting wares.

But look to the vehicles basking under the floodlights in search of alternative power sources - electric, hybrid, gas maybe - and they could not be found. Euro 2, yes. That's as far as a customer-led market has progressed until the solutions become commercially viable - and tax-friendly.

Fossil fuels like diesel are a finite commodity - we know we will eventually run out, unless we can find a way of economically producing a synthetic, liquid fuel. Compressed Natural Gas (CNG), examined in last week's *CBW*, is among the likely replacements.

CNG undoubtedly has a future, though vast, heavy tanks of the stuff strapped to the roofs of conventional buses represent probably a starting point rather than the completion of R&D.

But what of the others? Butane, propane, LPG, methanol, ethanol, rape seed oil and other alternatives are being trialled, with rich rewards on offer for anyone who can prove their worth.

Electric power alleviates city-centre pollution only by converting it into acid rain and other pollutants which affect us all. If electric power is to become an alternative, producers need to look very carefully at improving generating efficiency.

Our other worry is that operators may be forced by legislation from one energy monopoly to another. Perhaps the alternative which we are all looking for is not a single power source but a hybrid; ultra-low emission generators are already looking extremely attractive. Hybrids offer one significant commercial advantage, too. They combine energy sources so everyone has a competitive interest in their development. Perhaps we will see more at Coach & Bus 97?

Contents

SHOW NEWS 4-14
Stagecoach mega order includes Plaxton's first artics; manufacturers choose NEC for world premieres; Iveco/Beulas is first all-new chassis/body for years; GM Buses North B10L liberated; feelgood factor prompts spending; Cyril Bentley is top driver in safety awards; budget-priced coaches

NEWS 16
The Coach Association and seatbelts

LEGAL NEWS 19-23
Ellerby's loses licence; Melton Bus & Coach off the road

TOUR NEWS 25
Lakeland traffic: time for talking to stop

MARKSMAN 26
Questions of tacho and drivers' hours regs

DIARY 28
If it's *CBW* on the plate it might not be *CBW* inside

SEMINAR 31
Book now for next Coaching for Profit on 16 November

LETTERS ..... 33&34
Clarification on EU stance over length of coaches; Is it Mark-up man?

DEALS AND DEALERS ..... 36&37
Skyliner mobile home; biggest single order for Dublin Bus; Epsom Coaches goes air-conditioned

PEOPLE 55
WMT chief executive Joe Duffy steps down; Richard Cox joins Belmont

ABC Audit Bureau of Circulations Business Press
The Motor Industry SMMT
cpt associate member
CtC Coach · Tourism · Council
emap Business Communications

Coach and Bus Week is published by Emap Response, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
Telephone 01733 63100
Classified Advertising 01733 898111
Fax 01733 62656

Editor
Mike Morgan
Production editor
Frank Forster
Tourism editor
William Golden
Northern news editor
Andrew Jarosz
Designer
Tina Golden

Business development manager
Hugh Cairns
Assistant advertisement manager
Mike Moore
Advertisement team leader
Julia Hinkins
Display telesales executive
Lee Puffett
Classified telesales executives
Chris Templeman
Neil Mason
PA to publishing director
Lisa Wilson
Group production manager
Nicky Easton
Production assistants
Debi McGowan
Suzanne Porter

Publishing director
Mark Barton
Managing director
Ian Griffin

Subscriptions
Readerlink, Audit House, 260 Field End Rd, Ruislip, Middlesex HA4 9LT
Tel - 0181 866 9050
Fax - 0181 429 3117
Credit card hotline 0181 868 7618
Readerlink back issues department
0181 868 6625

CBW is available only by pre-paid subscription
Domestic subscription rate is £49 per year; Europe £92 and worldwide air mail £124.
All rates include postage

Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS. The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy

ISSN 1351-3877
Typesetting and origination: Meridian In Colour, Newark Road, Peterborough

Printing: William Gibbons Print, Wolverhampton

© Emap Response 1995

▼ Coach and Bus

Show deals

● BEULAS-bodied Iveco coaches from Spain were and instant show hit. An "absolutely delighted" AW Group dealership has confirmed 19 body slots for 1996 after orders for: Coliseum (2); Channel Coachways (2); and single vehicles for Angela, Shire, Summerfied and Jacobs.

● SHOW visitors from Ferris Holidays liked the Berkhof Excellence 1000LD they saw so much that they bought it.

The DAF SB3000-chassied, 51-seater coach was one of several stock vehicles prepared by AVE Berkhof of Bracknell.

Two other sales were a pair of Javelin-chassied 3.3-metre Excellence 1000L coaches for Buddens.

● SCANIA'S double-deck 'bus for the 21st Century', the East-Lancs Cityzen, is going into service with British Bus subsidiary, Northumbria. The N113-chassied show bus will be joined by 12 production models and a further 10 will be built for Scania stock.

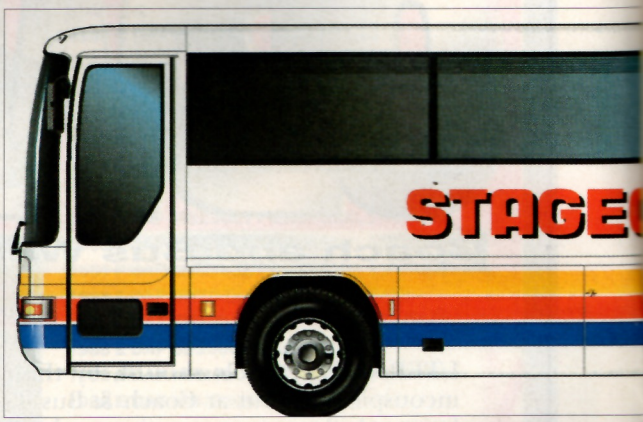
● YEATES Bus and Coach came away from the show with firm orders. Four Deauville 45s on B10M are for Chambers Coach Hire of Moneymore, Co Londonderry, and two for Andersons Travel of London. Alpine Travel of Llandudno set its sights on two new Premiere 350s/B10Ms, while Compass Royston of Stockton on Tees put its stamp on a Premiere 320 on B10M.

● TEN Irizar Centurys are on their way to customers: Appleby is taking two tri-axle and two two-axle Irizars; A&R International of Sunbury is taking two tri-axles; Executive Travel of Wolverhampton a two-axle; Solent of New Milton a two-axle; South Coast Executive of Southampton ordered a tri-axle, while the tenth vehicle, again a tri-axle, is going to Buddens of Romsey.

▼ Coach

First for Plaxton

Stagecoach to get only UK built and operated artics



'Articulated coaches will be a cost effective way

by Mark Williams

THE first articulated coaches to be built and operated in Britain are being built by Plaxton for Stagecoach as part of its show-stopping 1,000-vehicle order.

The Volvo B10M-based Premiere Interurban coaches will have 71 seats, increasing the efficiency of Stagecoach's network, which already uses 140 standard-sized Interurbans.

"This is a growth area in coach travel which we have been developing by operating a high-quality service," said Stagecoach director Barry Hinckley.

"Our experience suggests that the introduction of articulated coaches will be a cost-effective way of increasing capacity on the busiest of these services while still maintaining high service quality."

Plaxton's sales and marketing director, David Quainton, said the Premiere range had been developed with artics in mind, and it would be a relatively

▼ Coach and Bus

Alexander's quality pays dividends

FAR and away the biggest order announced at Coach & Bus 95 was that of 660 vehicles from Alexander destined for the Stagecoach group.

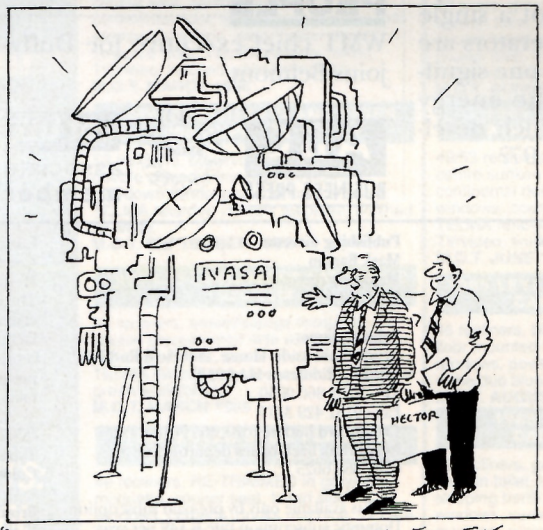
The massive order includes 400 Mercedes 709D, 100 Dash Darts, 60 PS-bodied Volvo B10Ms, and 100 RS-bodied Olympians, all of which will be built during 1996 at Alexander's newly-developed Falkirk plant. The order gives Alexander an extra £20 million turnover.

"This level of investment in new vehicles demonstrates our continued commitment to maintain our operating costs at the lowest possible levels while, at the same time, offering our customers the highest standards of safety and comfort," said Stagecoach chairman Brian Souter.

"We are delighted to retain Alexander as the major supplier of bus bodies to our group. They have continued to demonstrate their ability to build a quality range of products in high volumes at a competitive price."

Alexander's response to the flood of orders has been to build two new production lines and recruit 100 more workers.

● **The order is the lion's share of 1,000 vehicles being taken by Stagecoach in the next 16 months, others for delivery including 140 Northern Counties Palatine-bodied Olympians, 60 Plaxton Interurban B10Ms, 10 articulated Interurban coaches on B10M, and 170 chassis for Stagecoach's overseas operations, to be bodied abroad.**



"YES MR SHUTTLEWORTH I'LL TAKE ONE FOR THE NEXT SHOW"

▼ Coach

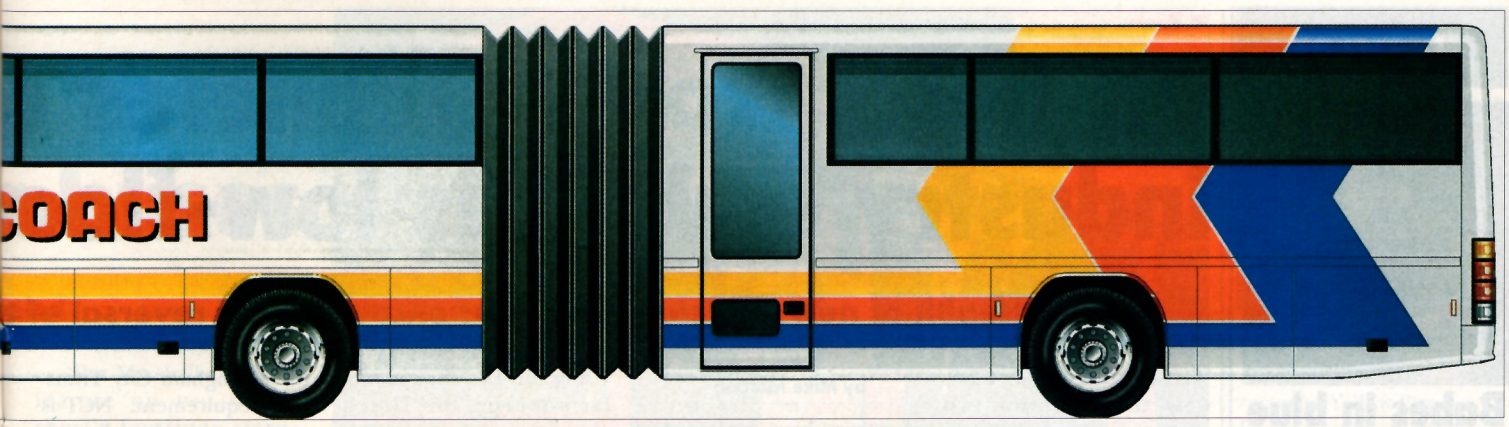
Cowie adds to choice

HUGHES DAF's marriage of SB3000 and low-height Ikarus body made its debut at the show as the Cowie-owned dealership added variety to the increasing array of choice for new coach buyers.

Although the first long-awaited Plaxton Premiere 350-bodied SB3000 has yet to emerge from the Scarborough plant, it attracted its first taker at the show.

Skills of Nottingham has ordered a single air-conditioned vehicle for assessment, specifying ZF 5 HP600 automatic gearbox and integral retarder. The coach helps validate Hughes DAF's increased stock order for autos.

The SB3000 option was also one taken by David Ogden Tours of St Helens, but Van Hool bodywork was its choice. Again, air-conditioning has been fitted, but Ogden's has gone for an eight-speed manual gearbox.



f increasing capacity on the busiest inter-urban services while maintaining high service quality' - Barry Hinckley

simple matter to build the new coaches alongside existing products at Scarborough.

"Adaptability was built into the design of our current body range from the start," he said. "Which is why we are able to meet Stagecoach's requirements for high-quality, high-capacity articulated coaches."

Plaxton's showstopper was Dodsworth's tri-axle Excalibur built on Volvo B12T - a top-of-the-range coach specifically aimed at accommodating extremely high levels of equipment.

With its 23.5-tonne axle limit, the fitment of air conditioning, double glazing, serveries and Plaxton's new option of Fainsa Gaudi reclining seats should pose no weight problems.

Dodsworth has ordered a second tri-axle Excalibur, Skills and Bibbys a DAF SB3000WS Premiere 350 apiece, Skills a further order for Premiere, and Country Lion of Northampton an Excalibur.

Orders for low-floor Pointers poured in. Brighton Buses asked for 15, Midland Red North wanted five, Kinch Bus two, and 10 with CNG-fuelled Cummins engines will be going to Southampton Citybus.

▼ Coach and Bus

Carlton introduces Tata

POSSIBLY the cheapest new vehicle at this year's show was the Indian-built Tata DB 709 minibus being offered by Neoplan importer SJ Carlton.

In stark contrast to high-spec Neoplans — including the newcomer, the 35-seat £169,000 Jetliner, and representatives of the full-size coach range up to double-deck Skyliner — around £30,000 will get you a 7.1-metre bus with 27 seats and a 90bhp Tata engine based on an old Mercedes-Benz design and built in the company's Pune factory.

Gearbox on the show vehicle was a manual Tata unit but vehicles for the UK will be offered an Allison automatic driving through an optional Cummins B Series.

Although basic, the Tata does have some muscle behind it. Tata itself is one of the biggest industrial concerns in India, producing a full range of trucks and owning 31 per cent of ACGL of Goa, which built the body on the show vehicle.

Rotherham-based SJ Carlton has been appointed sole distributor for Tata in the UK by importer MVI, which is part of the mighty Inchcape group currently importing - among others - Toyota, Mazda and Daihatsu cars into this country.

"Tata has built five DB 709s for appraisal in the UK," a confident Stuart Johnson told *CBW*. "They are due in the Spring and we will be taking orders from Summer next year. But this is only the beginning. Development work is being carried out on new products. We're currently looking at a completely new, full-size, rear-engined Tata bus. There'll be a Cummins-engined prototype ready in 12 months."

The DB 709 right-hand-drive prototype on display at the NEC had some rough edges, but was certainly strongly constructed. One potential drawback SJ Carlton is currently working on is the forward control design.

Basic: but Tata is backed by one of India's biggest manufacturers

▼ Coach

Next week - what you didn't see at the show!

ALTHOUGH the mood was positive, the innovations visible and the order forms flowing, attendance at Coach & Bus 95 was much the same as two years ago - around 11,000 visitors over the three days with the highest number, 4,500, on the first day.

Your full *CBW* review of *Show News* continues through to page 14. Many European, and indeed world, debuts graced the NEC's Hall 5, but there were two significant coach developments that have been held back for the 13th Coach and Bus Fair at Kortrijk in Belgium.

■ For details of a new coach from Berkhof, the ???, and the eagerly-awaited new Van Hool, the T9, see next week's *CBW*...

In brief

Babes in blue

MARCO Polo Explorer on Dennis Javelin weighs in at £116,000 but 290bhp GX chassis and water baby graphics lift the price of Coach Stop's show stopper to £121,000. New dash and revised four-step entrance are part of the package.

100 not out

TWO Scania Centurys at the show, a tri-axle for Executive Travel and a two-axle for C&G, marked landmark sales for the Spanish-bodied coach. Just two years after its launch at Coach & Bus 93 the Century has scored a century - 100 sales in two seasons.

Flowering

WALTER Alexander's new master, Mayflower, looks set to focus the Falkirk and Belfast bus bodybuilding plants on new horizons with new chairman, John Fleming in the driving seat. An innovative EuroTaxi at the show illustrates the group's design and prototype capabilities.

▼ Bus

UK hosts world premieres a industry embraces low-floo

Health of new-vehicle market has encouraged a reversal of t

by Mike Morgan

WHEREAS low-floor buses were the exception two years ago, they were very much the norm at Coach & Bus 95.

Show debuts included Wright/Scania's Axcess-ultralow - one of four for Bullock's of Cheadle.

The L113-based Axcess-ultralow was laun-ched last March and the Bullock's vehicle is typical of full-size low-floor buses going on to the road in the UK in that financial assistance from public funds contributed to its purchase, in this case Greater Manchester PTE.

However, confirmation that the UK industry has embraced the low-floor concept was marked by the number of world premieres for this type of vehicle at this year's NEC show.

Whereas in the recent past European manufacturers have preferred a mainland European stage to launch new products, the health of the UK new vehicle market has encouraged a reversal of that trend.

Low-floor from DAF Bus came as no surprise, but the European flavour and quality of Northern Counties' first low-floor body gained much favourable comment.

This SB220-based bus goes to Kortrijk this week and could open up export prospects for the Henly-owned bus bodybuilder.

Yet there was an even bigger surprise on the Hughes DAF stand where the world's first low-floor double-deck chassis had been completed in the nick of time for the show.

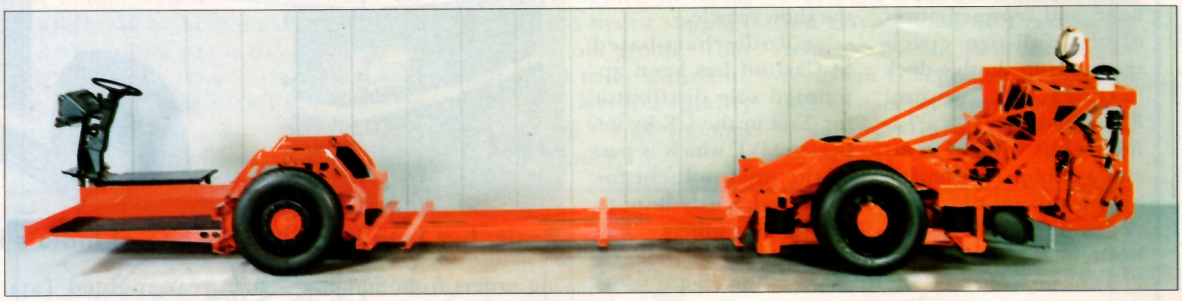
Using the DAF Bus modular concept, the Dutch chassis manufacturer has stolen a march on the competition.

The front of the low-floor SB220 (albeit with shortened overhang) has been mated to the existing DB250 rear as used in Optare Spectra and Northern Counties-bodied DAF Bus deckers.

No bodybuilder has been announced, but its development is awaited with interest - as is the response from other manufacturers who have the componentry to do a similar mix and match exercise - notably Dennis with its 10.5-metre Lance, another bus making an impressive show debut with its uncomplicated chassis and passenger-friendly Northern Counties body with 79 forward-facing high-back seats to Nottingham City Transport requirement. NCT is taking two, London & Country 10.

Two new decker chassis launched at one show (three if you include the dramatically styled Scania/East Lancs Cityzen) are a clear indication that this market sector is alive and well. However, the race is on to find the low-floor solution that wins the hearts and minds of operators.

Choice of full-size single-deckers is extending to include additional combinations of body and chassis - Wrights on Volvo's drop-centre rear axle equipped B10L was announced at the show and MAN is beavering away with Marshall, a company also forging stronger links with Iveco with an interurban body for the EuroRid-



Biggest surprise of the show: the chassis for world's first low-floor decker, from DAF Bus

▼ Coach and Bus

Bodybuilder expanding again

WRIGHTS of Ballymena is expanding for the fourth time in five years boosting plant size by 27,000 sq ft to 64,500 sq ft over the next 12 months. Production will increase by 65 per cent and 100 additional skilled workers recruited.

In August, West Midlands Travel placed the largest single order and Wrights includes FirstBus and British Bus among its customers.

Announcing the plans at Coach & Bus 95, Wrights chief executive, William Wright, stressed that production would not be interrupted.

He added: "We have now developed a comprehensive bolted aluminium bus range and since then market demand has dictated our truly rapid growth."

▼ Bus

Revenue boost

LOW-FLOOR buses have boosted revenue by almost 14 per cent with no discernable loss of passengers on other routes, according to the first major survey of accessible vehicles on normal bus routes.

The bus industry has been waiting two years for the answers and Go-Ahead Group subsidiary, Coastline, together with the

s the r buses

end

er. But Marshall and MAN feature on two of the show's low-floor stars - Optare Excel and the stainless steel chassied and framed Marshall Minibus - both integrals (*CBW*, 14 October 1995).

Optare uses MAN front axle for its full-width low-floor solution available in a range of lengths from 36-seat 9.5 metre to 48-seat 11.4 metres.

Finish and design quality are fully up to Optare's high standards and managing director Russell Richardson claims that the Excel offers the widest throat available, partially due to asymmetric entrance door size.

The Excel does not come with ramp as standard because Mr Richardson is anxious to stress the benefits of improved access to all passengers whether mobility disadvantaged or not.

Marshall made show history with one of the most professional show biz-like launches ever seen at a Coach & Bus exhibition. With fanfares and dry ice smoke billowing from under the shroud, the unveiling attracted the biggest crowd of the opening day.

Labour spokesman on disabled people's rights, Robin Corbett, commended Marshalls low-floor approach.

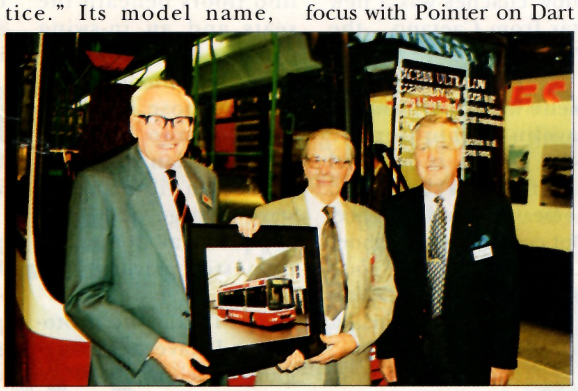
He said: "An industry determined to enforced segregation has an odd way of going about its business. Low-floor is a chance for everyone to ride with you. It has business sense, commercial advantage and justice." Its model name, Minibus, begs the question; what next? The answer is the Maxibus, a full-size body for rear or mid-engined chassis, including Iveco EuroRider and an 11.8-metre low-floor bus on MAN NL 222FR underframe early next year.

Meanwhile, Plaxton brought operators' low-floor thoughts into sharp focus with Pointer on Dart or B6LE, particularly the 10.6-metre low-floor Super Dart offering 2.4-metre width, air suspension and just one row of seats short of much more expensive and heavier 12-metre buses.

Wrights already has Crusader body for B6LE and other bodybuilders are joining the fold, including East Lancs which has first orders for Dart SLF - four for Rossendale and 13 for British Bus subsidiary, London & Country expected April/May 1996.

Will it be body on chassis? Integral? Full-size? Midi? Mini? Full-length stepless gangway? Compromise 60 per cent low floor? Whatever the answer, Coach & Bus 95 succeeded in providing a solution. But the market has yet to decide.

Dart SLF for CentreWest focussed operators' thoughts on low-floors



Handover: Bullock's collects Axcess-ultralow

ed by nearly 14 per cent thanks to low-floors

Transport Research Laboratory has produced figures which show that, in just six months, five Wright Pathfinder-bodied Dennis Lance SLFs have generated extra business - not simply from parallel bus services.

All groups of passengers are travelling more often and surveys show the biggest growth area has been the carriage of infants in buggies - their number doubled to 400 a week.

Between 10 and 25 wheelchair passengers use the services every week.

People with mobility problems - notably arthritis sufferers - enjoy an entrance with no steps.

A small increase in journey time is recorded - fractionally more than a minute over a 57-minute journey with 37 stops - but about half of this is down to the increased number of passengers rather than the use of the power ramp.

● Coastline replaced double-deckers on two half-hourly circular services last year.

Bus stops were modified to accommodate the buses and parking restrictions regularly enforced.

CBW

In brief

Repeat order

TED Reid, managing director of Yellow Bus, Bournemouth, placed a repeat order for 10 9.8-metre East Lancs-bodied Dennis Darts for delivery next May.

Handover

SCANIA Coach Sales managing director Don Mackintosh (right) hands over the keys of a K113-chassis Van Hool to Yorkshire Traction chairman Frank Carter. The National Express Rapide spec coach is one of two ordered by YT.

Sleep in style

CONTINENTAL style sleeper seats from French manufacturer, Chardon, made a tentative first exposure at Coach & Bus 95. Costing around £320 per double seat, the Banquette en Position Lit adjust quickly to two-tier double bunks and lock in position for normal recliners.

▼ Coach

First all-new chassis/body for years

Iveco launches EuroRider/Beulas

Spanish-built Beulas showed its potential at Coach & Bus 95, NEC

By Mike Morgan

IVECO launches the first all new chassis and body combination to the UK coach market for many years with its EuroRider multi-purpose rear-engined chassis built in the former Pegaso plant in Spain and bodied by a body-builder making its debut at Coach & Bus 95, Beulas, also from Spain.

EuroRider was launched on mainland Europe last year and is available with a range of chassis lengths from 10.6 to 12 metres, has a tri-axle option and can be built as an 18-metre artic.

Claimed to be the lowest height coach chassis on the market, it has low-profile tyres and meets DPTAC 2 for interurban use, for which ZF or Voith automatic gearboxes are an option to the standard ZF manual. Chassis weight is 6,000kg.

Engines meet Euro 2 from 9.5-litre units with 290bhp or 350bhp options matched to six or eight-speed gearbox according to power output.

Having earlier this year introduced the Indcar body from Spain to the UK on CountryBus chassis (now renamed in the Iveco family, EuroMidi to reflect its EuroCargo origins), the introduction of the £145,000 Beulas through the AW Group dealership had been forecast.

Bodywork is 3.425 metres high, complies with ECE R66 rollover, has air-conditioning as standard and has seatbelts fitted to its Fainsa Gaudi seats.

First examples for Coliseum and Channel Coachways demonstrate the potential for this stylish and competent product, but demand among conservative operators is inevitably restricted to around 25 per annum.

Iveco concedes it needs a mainstream bodybuilder to increase its appeal and is expected to make an announcement in the new year.

Marshall is to body the interurban version known as EuroRider Suburban.

▼ Coach and Bus

Ten Nouvelles added to Hughes DAF fleet

HUGHES DAF is adding 10 29-seat Autobus Classique-bodied Mercedes-Benz 814Ds to its rental fleet to plug a gap in the range of models offered by the Cleckheaton-based operation.

The deal to supply the dealer with Nouvelle Executif coaches over the period February to May 1996 follows a trial with three other models from the Autobus range earlier this year. All will be fitted with lap and diagonal retractable seatbelts with anchorages meeting M2 standard.

In addition they will have curtains, gangway carpets and 3.6 cubic metres of luggage space, a specification which matches a change in demand recognised by Autobus sales director Alan White.

While the Nouvelle launched in August this year is available with up to 33 coach seats, the new model is attracting orders from operators requiring up-market small coaches with the benefit of increased legroom such as the show model destined for Mayne of Buckie. Total orders for Nouvelle exceed £1.7 million.

Autobus notes upmarket trends

▼ Coach

New star from Caetano

ALONGSIDE the glitzy show coaches was a new star from Caetano... the Porto.

This full-sized, 3.2-metre high body, built on Javelin 240bhp for the NEC launch, is designed as a fleet workhorse and comes at a budget price. But even at a shade under £110,000, it has a good build quality and will find favour with many smaller operators.

The Porto on show had 57 fixed seats, single-glazed windows and a rear luggage locker, but it wasn't short on specification in other areas.

"Fully corrosion treated, it has stressed steel waist panels, aluminium skirt panels, and GRP front and rear styling panels.

A cost-saving split gasket-glazed front windscreen and flat side and rear screens have been fitted, with other traditional features still much in demand. There are two lift-up roof ventilators, lino floors beneath the seats and an in-swing entrance door.

"It's intended as a dual-purpose vehicle," said Caetano UK sales director Alan Page. "It can be an inter-urban stage carriage vehicle but is equally at home as a domestic private hire coach.

"This is the prototype. I have a few niggling criticisms which are being addressed. The seats are too upright and the entrance steps too deep, so we'll be looking at that. But the feedback is very positive.

"In the main, coaches are pitched in the £140,000 to £160,000 bracket. Outside of that, what have you got?

"The Porto occupies a niche and the feedback we've had at the show confirms that. At present, Caetano is struggling to meet its existing orders, so I'm not expecting the first deliveries until April 1996." CBW

Inter-urban workhorse for under £110,000

ON SAFETY ALONE,

Trust Peugeot to design a minibus whose active and passive safety features were designed in as a priority.

In fact, it's generally acknowledged that the standards we've set for ourselves will be universally demanded within the next 3 to 5 years.

The seats, seatbelts, and their mountings in the vehicle all meet M2 type approval requirements (the European Directive 90/629/EEC).

But we've gone a lot further.

Inside the tough, rigid, all steel body, all seats are forward facing, with inertia reel, seat belts, and head restraints. (As a valuable addition to the safety of school children, all saloon seat belts are adjustable for all ages and heights.)

IT'S A ROLE MODEL FOR THE FUTURE.

Up front, there's an anti-submarine driver's seat, adjustable for height and rake. The gearchange is dashboard mounted at the driver's fingertips. And a buzzer will sound should you accidentally drive off without firmly closing either the saloon side or rear doors.

Mind you, driving off *is* a pleasure. Under the bonnet lies the smooth responsive power of an acclaimed Peugeot diesel engine, from either 1.9 or 2.5 litres (or 2.0 litre petrol). And ride and handling are quite exemplary – as befits a Peugeot.

Whilst safety is paramount, comfort, too, is essential.

The fully trimmed interior is light and airy, with a wide aisle, sliding side windows, and comfortable seats.

In the future, all of the above is the least you'll expect in a Minibus.

The Peugeot Boxer, however, is here today. Why not ring Talking Business, now, for your full colour brochure?

BOXER PEUGEOT

PEUGEOT *talking* BUSINESS

0345 280 280

▼ Bus

GM Buses North B10L liberated

Stepless floor along full length of vehicle has been designed by Volvo

by Mike Morgan

WRIGHTS will become the second UK supplier of bodywork for Volvo's low-floor B10L when production of a new addition to its Endurance, Pathfinder, Crusader, Axcess-ultralow family, the Liberator, begins in the Spring of 1996.

The 12-metre Liberator has been designed to meet the needs of operators looking for a stepless floor along the full length of the vehicle. First examples have been ordered by GM Buses North.

Its Alusuisse all-bolted aluminium structure contrasts with the Saffle 2000 system used by Alexander, which is building its Ultra design for the first 60 UK B10Ls, which are going to Belfast. Coincidentally, the two bodybuilders' factories are in Northern Ireland.

B6LE evaluation will be followed by first Wright B10Ls

Although getting off to a relatively slow start in the UK, over 400 B10Ls have been ordered worldwide, including 125 for Sydney and a possible 75 for Brisbane, while series production of the articulated version has started, with one unit a week going to France.

Meanwhile, GM Buses North had its first low-floor bus on display on the Wrights stand at Coach & Bus 95. This Wright Crusader-bodied Volvo B6LE carries 54 passengers, including one wheelchair user.

It joins GMN's growing fleet of B10B-chassied Endurance 'Superbuses' and has 33 Richards & Shaw Monaco Hi-line seats and four Restall tip-up seats at the front circulation area.

GMN will evaluate the bus' potential for replacing double-deckers with accessible midibuses.

▼ Coach and Bus

Won on merit

SHAWS of Maxey and Stagecoach Ribble are the first operators to receive the Confederation of Passenger Transport's certificate of merit for training.

The certificates were introduced as part of a code of conduct for CPT members in April 1994.

After validation by Bus & Coach Training, Shaws received the merit award for putting all its staff through a comprehensive customer care programme and Stagecoach Ribble trained more than 20 per cent of its drivers to National Vocational Qualification (NVQ) level 2.

Presenting the award to Richard Shaw of Shaws and Stagecoach Ribble managing director Michael Chambers, CPT president Ted Hesketh said: "These awards underline the fact it is not just the hardware that creates an industry, it is the setting and achieving of the highest standards of quality and service - and the key to this is training."

▼ Coach and Bus

Braking all expectations

DON might have to put the brakes on its series of training courses... demand has ensured some have been sell-outs.

The braking specialist organised 13 braking courses suitable for senior engineers, with five remaining. Expecting predominately haulage firms to be interested, Don was more than pleased that around half the delegates have come from the PSV industry.

"We can manage between 15 and 20 delegates at most," said one of the course tutors, consultant engineer Dave Smith. "The courses demand involvement from the delegates, using real case studies which illustrate the practical problems which arise with braking systems."

This hands-on approach has ensured, he said, some lively discussion and enthusiasm from all the delegates, from fitters to management.

"The course is really aimed at the fleet engineer, though, rather than the fitter. We are hoping that the messages we get across will be passed on by them in the same, practical way to their staff.

The remaining courses are: 7 November, Sutton Coldfield; 9 November, Leicester; 21 November, Warrington; 23 November, Leeds; and 5 December, Gateshead. Contact Marie Baker on 01244 391391 to make a booking.

Alistair Hill (left), Don's product manager, and John Brightmore, senior technical engineer, enrolled fleet engineers at the show

▼ Coach and Bus

Sparkling endorsement from Stagecoach

AUTOGLASS had a double taste of success at Coach & Bus 95, collecting BS5750 for its Bus and Coach Division and confirming a solus supply and fitting deal with the Stagecoach group.

The presentation of the British Standard was a confirmation of the work already done this Spring in bringing every element of the glass firm up to top grade but the Stagecoach deal - won in a joint tender with PSV Glass - was the icing on the cake.

Stagecoach spokesman Geoff Corser said the consortium of Autoglass - as supplier-fitters - and PSV Glass for those occasions when the fleet's own engineers replace screens was almost impossible to beat.

"It was the best all-round option available," said Mr Corser. "To Stagecoach, any vehicle downtime caused by glass breakage is a costly annoyance and we could find no match for the overall service package offered by the Autoglass/PSV Glass co-operation." CBW

Autoglass collects BS5750 and, with PSV Glass, a major Stagecoach deal

WE'RE READY TO ROLL...

If you weren't amongst the hundreds of people we saw at Coach & Bus 95'...

then you should know we are the fastest growing specialist Bus & Coach Glazing company in the UK. Backed by the resources of Plaxton Parts & Service we provide.

- **O.E Manufactured glass to Original Specifications**
- **Wide Range of Popular Coaches & PSV Applications**
- **24 Hour On-Site Fitting Service**
- **Invoice Direct to Insurance Company**

BUS & COACH GLAZING
A Specialist Division Of Plaxton Parts & Service

NOW IN SCOTLAND

Central, Southern Scotland & North Cumbria
0141 876 1177

London, Southern England & East Anglia
01920 485996

Midlands, Northern England, North/Mid Wales & South Cumbria
01909 551188

EMERGENCY No. 0800 220077

▼ Coach and Bus

Feelgood factor prompts spending

Registrations up, with large share for Volvo

by Mike Morgan

VOLVO Bus managing director Sandy Glennie said the buoyant mood of Coach & Bus 95 showed operators were at long last buying new vehicles to renew the ageing PSV parc.

Talking minutes before the doors opened on last week's three-day NEC show, Mr Glennie said: "Over recent years I've been calling for operators to renew their fleet and it is now happening."

Overall registrations are up this year by 28 per cent compared with 1994 but that figure disguises higher growth for full-size coaches and buses - double-deck buses, still the mainstay of the British fleet, up by 74 per cent and full-size coaches up by 71 per cent, Volvo taking a large share of this increase with 1,209 units registered in the UK by the end of last month.

Worldwide, Volvo is on course for 7,000 deliveries but the UK continues to be its single biggest market.

Among the successes is the double-deck Olympian now in its 14th year but heading for its highest production rate next year after an order for 200 from Singapore Bus Services to add to the Hong Kong Citybus order for 50 (*CBW*, 14 October). SBS is also taking 150 B10Ms.

A major order announced at the show is for a further 60 B10B single deckers for Merseybus and, in the wake of the ground-breaking contract maintenance deal with Shearings covering 319 coaches (*CBW*, 14 October), Mr Glennie announced the launch of Frontline, a strengthened aftermarket service which supplies service on the customer's premises. Mr Glennie said: "A bus-motivated guy will go straight into the company."

Ultra for Stagecoach - but who will be first with gas?

Innovations in the Volvo pipeline for next year are:

- B10BLE low-floor chassis with B10L independent front suspension and B10B driveline;
- Euro 2 D10 and DH10 engines for the existing range of B10M, B10B, Olympian and B10L including 360 bhp unit for B10M coach;
- D6 Euro 2 engine for B6;
- D12 engine unveiled at the show for B12 coach when it is matched to the new G8 gearbox.

With a B10L bus fuelled by natural gas in the NEC demonstration park and orders for 80 for Malmo and two for trials in Seville confirmed, Mr Glennie set a challenge. He said: "We want a brave, progressive UK operator to agree to join us in tests - any candidates?"

▼ Bus

Bus design more and more influenced by DPTAC

DPTAC may not be compulsory, but its adoption by local authorities, albeit with differing interpretations, has an identifiable influence on bus design.

It is anticipated the 1997 advisory code will bring a standardised approach and the first signs are moves to meet more stringent step height requirements.

Iveco and Mercedes-Benz have lowered the chassis heights on 59.12 and 709D respectively using air suspension among other modifications to allow bodybuilders to comply with the 250mm maximum first step and 200mm subsequent step requirements.

Chassis mods for UK on 709D are forced by DPTAC

Significantly both vehicles are from major European manufacturers but the modifications are specifically for the UK.

The Iveco option adds £3,650 to the chassis/cowl price producing a 38-passenger bus in the 'transporter' sector of 5 to 7.5-tonne vehicles.

As bodied by Marshall for the show, the complete vehicle price is around £45,000 and is described by Iveco Bus manager, Harry Chambers, as the only vehicle to comply economically with DPTAC. Euro 2 engine comes on stream next Spring.

However, Mr Chambers expressed concern that the transporter vehicle concept could cease to be viable should the proposed EU Directive affecting coach and bus construction force big bus internal dimensions on this sector.

Nevertheless, Iveco has seized on the forthcoming directive to restructure its UK sales. Iveco Bus is a new division of Iveco Ford Truck headed by Mr Chambers.

It is to sell buses from nine seats upwards and Mr Chambers says that, as the proposed directive will not differentiate between vehicle use, so Iveco Bus will not differentiate between type of customer.

Iveco service backup has been strengthened to coincide with the new sales initiative to put Iveco on target for a larger slice of the market. In total £400 million of stock is held by 115 dealers to cover Dailybus and EuroMidi nationwide.

Fifteen of these together with the AW coach dealership are prepared for the EuroRider coach and Iveco, as a major player in Europe, has built up an extensive support network across the European Union during the 20 years since its formation. CBW

▼ Coach and Bus

Bentley brilliance

Experience tells in ROSCO's top driver safety award

by Mike Morgan

WITH 37 years continuous safe driving behind him Cyril Bentley of County Bus is winner of the *CBW* and Telma sponsored Road Operators' Safety Council (ROSCO) top driver safety award.

The presentation of the award by Telma general manager Robin Gregg on the Telma Retarder stand at Coach & Bus 95 last week recognised Mr Bentley's exceptional record of driving double and single-deck buses on routes in Hertfordshire and Essex for County Bus & Coach and its predecessors up to the end of 1994.

ROSCO's top driver award is in its third year and goes to the top coach and bus driver in the UK, who has been judged to have been driving the most number of consecutive years free of any blameworthy accidents or convictions for any road traffic offences.

Over 40,000 drivers throughout the UK are entered by their companies for the ROSCO awards. Certificates and diplomas are presented at company level to recognise individual achievements throughout a driver's career.

ROSCO chairman, EYMS Group joint managing director Peter Shipp said: "Sponsorship by *CBW* and Telma has helped to raise the profile of a scheme which serves to demonstrate that the bus industry is, indeed, a very safe industry."

Cyril Bentley: top driver from 40,000 entries

▼ Coach and Bus

2,000th MetroRider for Trent

THE two thousandth integrally-built Optare MetroRider was handed over to Trent Buses of Derby md Brian King at the show.

Trent already operates nearly 90 Optare-built vehicles, 54 of which are Optare Deltas. Further orders for Sigmas and MetroRiders will take this year's total to 109.

Optare purchased the manufacturing rights to the MetroRider from the Laird group in 1990, after 1,000 were built by Birmingham-based MCW. A revised MetroRider underwent a further facelift two years ago and well over 600 vehicles are in service in the UK.

Supply of 1,000 MetroRiders to Malaysia in kit form over the next five years is well under way, and that sale has already contributed 200 vehicles to the grand total.

Speaking at the handover, Optare's managing director Russell Richardson emphasised the MetroRider's versatility.

CBW

▼ Coach

Boon's livery is out of this world

WHEN designers at Kässbohrer came up with what must be the year's wackiest livery, they knew exactly who to ask to buy it.

Hector Boon, partner in Boons of Boreham, has a penchant for anything different and a lasting affection for top-quality coaches like this Setra 250, so snapped up the chance to buy this 'interstellar cruise ship'.

"It's lovely, isn't it?" said Mr Boon. "I like anything that's a bit different."

The fabulous livery very quickly caught the eye of a potential hirer, in the form of Disneyland Paris' Peter Welch head of Travel Trade Sales.

"One look and I knew it would be just the thing the next time we are promoting Jules Verne's Space Mountain. I'll be in touch with Mr Boon," said Mr Welch.

Boon's 'interstellar cruise ship' proving that quality and glamorous looks can go together

▼ Coach and Bus

More value, less money is theme

Manufacturers respond with affordable vehicles

By Mike Morgan

DRIVEN by cost-conscious coach and bus buyers, PSV manufacturers have responded with more affordable vehicles offering more value for less money.

Market-driven developments in the low-floor market are also indicative of the trends.

Dennis Dart SLF has been extended to 'Super' status as 10.5-metre low-floor bus offering around 45 seats and air-suspension for around £20,000 less than the equivalent full-size.

Marshall's response with the £60,000 30-seat Minibus (stainless steel framed and 25-year life expectancy) and Optare's £80,000 Excel range without the more expensive Alusuisse construction show that value for money is being sought.

Whether it be the budget-priced £30,000 Tata from India, £85,000 low-cost East Lancs Opus 2-bodied Spartan or the UVG (former WS) Uni Star full-size coach for a little over £100,000, there were examples of this trend to be seen in each sector of the market at last week's Coach & Bus 95 show at the NEC.

To mark the UK-US partnership the Spartan from Michigan was given a civic send-off at the show by Blackburn major, Maureen Batson.

It has attracted an initial order for two from Yorkshire Traction whose managing director, Frank Carter, enthused about the low price for a 53-seat service bus, saying that the main components - Cummins engine, Allison gearbox and Eaton axle - were well tried.

Although the first vehicle had a very high rear seat, company chairman and founder of the 4,600-vehicle manufacturer, George Sztykiel, promised that the driveline could be dropped and the first example available in six weeks. Nevertheless, Mr Carter is putting the Spartan into service for two months before confirming any further orders.

UVG has taken a more conventional route to producing the UK's lowest-priced 12-metre coach. Built on 240bhp Dennis Javelin and available with up to 57 high-back seats it is available for around £106,000.

Based on the Vanguard design built in large numbers for the MoD, the Uni Star has yet to achieve roll-over but sales director, John Horn, says that Cranfield is currently doing research.

Revised model names reflect a complete revamp of the UVG product range under the new owners - the Wessex body for Mercedes-Benz or Iveco minis is now the Citi Star.

However, the biggest change is on Dart or MAN 11.190 midi chassis where the Portsdown has been replaced by an all-new Cromweld-framed design from John Worker, the man behind the looks of the East Lancs/Scania Cityzen.

Christened the Urban Star, this stylish alternative to the many options in this sector has already attracted orders for 17 - more than the combined Portsdown output. Customers include two Darts for new FirstBus subsidiary, Peoples Provincial, and the first MAN 11.190 for Thamesdown.

Opus 2: 53-seat East Lancs bus for £85,000

Uni Star: a little over £100,000 buys a full-size 12-metre coach

▼ Coach and Bus

Definitely no VAT

TWO years ago bus operators feared the threat of VAT on fares but a *CBW* campaign and a lobby by the Confederation of Passenger Transport (then BCC) persuaded the Treasury to put the idea on the back burner.

And at this year's show CPT president, Ted Hesketh, confirmed the CPT has been given a catagorical assurance the Government does not intend to burden coach and bus fares with VAT.

▼ Coach and Bus

Horizontal, but sober

SHOW organiser Rob Orchard had an uplifting experience on the Autoglass stand (left) when he stepped forward from the large crowd and volunteered for a demonstration of levitation.

Right on cue and aided by Blakey of *On The Buses* fame (actor Stephen Lewis), Mr Orchard relaxed for the first time in three days and was left in a horizontal position with no visible support - that's magic.

CBW

New Horizons

Alexander

Walter Alexander Ltd
91 Glasgow Road, Falkirk FK1 4JB
Tel: 01324 621672 Fax: 01324 630811

A member of The Mayflower Corporation plc

▼ Coach

Coach Association endorses lapbelts

Move welcomed by RoSPA and Cranfield

By Mark Williams

THE newly-formed Coach Association, which took over where the Coach Industry Action Group left off, has endorsed fitment of lap belts (*CBW*, 14 October).

The move was welcomed by RoSPA and Government-sponsored test site, the Cranfield Impact Centre, which added only the proviso that it would have preferred three-point belts.

"But we understand the design constraints coach manufacturers have to work within, and we understand they are testing a seat to accommodate lap/diagonal belts," said RoSPA's road safety adviser David Rogers.

Cranfield Impact Centre added that coach passengers should now be supporting the industry by wearing the belts that have been fitted, and said the general message was that wearing a belt is better than wearing none.

The insistence by TCA that all new coaches acquired by its members are fitted with belts is seen by many as something of an irrelevance, since no major manufacturer is now supplying coaches without seatbelts.

● According to an EU-watching trade magazine, the battle between the rest of Europe and Britain and Ireland over the exact interpretation of EU directives is now centred on seat space.

In mainland Europe, a minimum legspace of 75 cm for long-distance travel is considered essential, arguing that seatbelt use would be made uncomfortable by a cramped seat.

The UK and Ireland have argued for a minimum of 65 cm legroom on the basis that it gives more room for the industry to compete with rail travel.

On minibuses under 3.5 tonnes, the UK is taking the lead, demanding three-point belts on every seat. Southern Europeans say this is not neccessary.

The UK is also concerned over demands from EU researchers for a minimum two doors for any vehicle over 45 seats, and three for vehicles of 70 or more seats.

All TCA members fit belts on new coaches

▼ Coach

Operator loses his O-licence

COACH operator James M Duncan had his O-licence revoked after he failed to attend an Edinburgh disciplinary inquiry.

Scottish Traffic Commissioner Michael Betts also ordered he pay the costs of the inquiry, amounting to £100.

Mr Duncan, of Bridgend Garage, Kinloch Rannoch, Perthshire, had a four-vehicle licence. He had previously failed to attend a disciplinary inquiry in Dundee at the end of July.

The commissioner adjourned the proceedings on that occasion to give Mr Duncan a further opportunity of appearing before him to show cause why disciplinary action should not be taken against his licence.

▼ Bus

Partnership told to repay duty

THE partnership of Roger Wright and Michael Biddell has been ordered to repay 20 per cent of three months fuel duty rebate (around £4,500).

The partnership, trading as Blue Triangle of Unit 3C, Denver Industrial Estate, Ferry Lane, Rainham, Essex, appeared at a public hearing held by South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner. Its O-licence, due to expire on 31 October 1995, authorises 30 vehicles.

After complaints that the partnership was not operating properly the 'H1' service registered to run from Brighton/Seaford/ Eastbourne a Vehicle Inspectorate Executive Agency (VIEA) investigation confirmed the service was not operating over the entire route and that part into Eastbourne was not being run as registered. Subsequently the registration was cancelled from 30 September.

Nevertheless, the commissioner called the partnership before him to consider whether disciplinary measures were necessary in the light of two warning letters sent to them.

After hearing evidence from the partnership Brigadier Turner decided not to take any action against the O-licence, but gave the partnership another warning that any further non compliance would call into question their repute and their ability to continue to hold a licence.

▼ Coach and Bus

Drivers facing the end of the road

NEW eyesight tests for the coach and bus industry, and the repeal of 'grandfather rights' next Summer, may end the career of hundreds of drivers.

Minister for road safety and London, Steven Norris, said compliance with the second EC Driving Licence Directive would bring new rules into force on 1 July which would insist on all licence applications, including renewals, conform to current sight tests requirements.

"Only a relatively small number of existing drivers will be affected by the introduction of the new standards, but the consequences for them may be serious, and I have every sympathy with them," said Mr Norris. "Nonetheless, accidents involving these large vehicles could be disastrous, and I am satisfied that the system of grandfather rights is no longer justifiable in terms of road safety."

EUROPE'S ONLY PAN-EUROPEAN TRUCK & BUS MANUFACTURER IS GIVING COACHES A NEW DIMENSION.

With twenty-one production plants, ten R&D centres, employing over 33,000 and selling in excess of 90,000 vehicles a year, Iveco is the only truly pan-European truck and bus manufacturer.

COACH OF THE YEAR 1995

EuroClass HD

Through investment and innovation, we're also becoming comfortably the first choice for coaches.

Large, medium, small, single deck, double deck, rigid and articulated, diesel, CNG, electric and hybrid, Iveco produces the widest range of buses and coaches ideally suited to UK inner city and inter-city applications.

The Marshall bodied 59.12 DailyBus, for example, is the first minibus to conform to DPTAC 97 regulations for an economic price.

EuroRider. Coach comes with 290hp or 350hp and a choice of manual 6 or 8-speed or ZF auto. Plus full air suspension with ferry-lift device.

In bus or coach form, the brilliant new EuroRider 'multi-purpose' chassis, from the same stable as '1995 Coach of the Year', adopts the latest weight-saving technology and as a result offers greater payload potential than any other chassis.

For further information about the Iveco bus and coach range, call 01923 259567.

EuroClass High Decker. '1995 Coach of the Year', designed for the touring coach market in mainland Europe.

DailyBus 59.12. The first minibus chassis to DPTAC 97 specification at an economic price.

IVECO BUS

A DIVISION OF IVECO FORD TRUCK LTD

IVECO Ford TRUCK

THE FUTURE OF BUS AND COACH TRANSPORTATION

The right part where you want it when you want it

Stock in excess of 50,000 lines, housed in a sophisticated storage facility with half a million square feet of floor space.
High technology systems, computerised stock control and fast, efficient, user-friendly service.
An expanded national network of more than 30 dealers and over 200 delivery vehicles at our disposal night and day.
That's Multipart Bus Parts.

multipart
BUS PARTS

Think about it!

▼ Maintenance

Ellerby's Coaches loses O-licence

'Continuing and persistent failure to operate vehicles in a roadworthy condition'

By Michael Jewell

NORTH Eastern traffic commissioner Keith Waterworth has revoked Ellerby's Coaches' six-vehicle O-licence.

The firm, of Durham Road, Wolsingham, County Durham, which runs local schools and works contracts, as well as long distance tours, appeared before the commissioner at a Leeds disciplinary inquiry.

Revoking the licence, Mr Waterworth said: "The reason is a continuing and persistent failure to operate vehicles in a roadworthy condition."

DoT vehicle examiner Gordon Whittaker said that, following a complaint from Durham County Council about the condition of a bus used on a school contract service, he had carried out a spot check.

Ellerby's: lack of control over the maintenance system

He issued immediate prohibitions to two vehicles for defects which included:

- An insecure driver's seat
- A rear offside wheel that could be turned by hand when the handbrake was applied
- Excessively corroded and pitted brake pipes
- An insecure window
- Loose spring holding down bolts
- A fuel leak
- Rear brake clevis pin locking device missing

A third coach, with excessively worn shackle pins and bushes and a worn tyre, was given a delayed prohibition.

Later the same month another coach was given a delayed prohibition for an air leak in the braking system and an inoperative engine emergency fuel cut off.

"The prohibition notices issued indicate serious shortcoming," said Mr Whittaker.

"Vehicle inspection and repair work is not being carried out to a satisfactory standard. In my opinion, there is a lack of control by Mr Ellerby over the maintenance system and the driver defect reporting system."

Though an improved maintenance system had been introduced following the late public inquiry in November 1994, the condition of the vehicles had not ▶

Unit 5, Hellaby Lane Business Park,
Hellaby, Rotherham S66 8HN

AUTOBUS classique Limited

Tel: (01709) 700220
Fax: (01709) 701530

'NOUVELLE' THE UK MIDI COACH

Ring us direct or contact your nearest dealer

NORTH & SCOTLAND
CONNAUGHT PSV
01302 770863

EAST ANGLIA SOUTH EAST
CARRIAGEWAYS
01234 740057

WALES/WEST MID SOUTH WEST
CENTRAL
01531 640026

...Ellerby's loses licence

improved, said Mr Whittaker.

For the firm, Geoffrey Littlewood said: "Mr Ellerby is doing everything in his power to put things right and run his operation in s more efficient and professional manner."

Peter Ellerby, a partner, said they had employed an additional mechanic and cut the period between vehicle inspections from every four weeks to every three. High-mileage shuttle vehicles were now being inspected every 14 days.

They were also now employing a local tyre firm to inspect every coach once a month. The schools and works contracts side of the business was up for sale, as it was the buses on that work which were creating the problems.

Mr Waterworth said he found it irritating that only today was Mr Ellerby providing six months accounts, bank statements and confirmation for some time.

He pointed out that the letter from the bank had said the £15,000 overdraft facility was only available until the end of September but Mr Ellerby maintained there had been a verbal arrangement to extend it.

When it was pointed out the latest bank statement showed the firm was up to the overdraft limit, Mr Ellerby said they were owed £24,000.

Mr Littlewood said that, when Mr Ellerby's father had died intestate in 1991 the National Westminster Bank had immediately closed all accounts and some £12,000 in capital was lost.

That had a dramatic impact on the business and it had, in effect, to start again in 1992. They were in the process of litigation against National Westminster for the return of frozen funds and interests.

Licence revoked on Friday 13 October

The firm held a contract with Sunrider Holidays for the carriage of holidaymakers and would not have been invited to do this unless it was held in high regard. If the licence was revoked, on Friday 13 October 88 workers would be unable to get to work and 111 holidaymakers would be unable to go to Spain. The commissioner said: "I will not be pressurised by being told 88 workers will not be able to get to work or 111 holidaymakers go to Spain tomorrow.

"My job is to ensure the firm operates roadworthy vehicles."

Arguing Mr Ellerby had taken steps to put matters right, Mr Littlewood said: ''My client had been somewhat of an idiot, but he is committed to the industry.

"He is scared to death and he has seen the writing on the wall.''

Pointing out that the firm had appeared at two previous disciplinary inquiries and had received warning letters, Mr Waterworth said it was clear there were still serious shortcomings.

Neither was he satisfied the firm had adequate financial resources to maintain the vehicles covered by the licence.

"There has been a persistent failure to keep vehicles in a good condition over the last five years,'' he said.

"The previous warnings have been crystal clear."

However, the commissioner said he did not think it was appropriate at this stage to make any order as to disqualification.

Refusing an application to renew the licence, Mr Waterworth said that, if any new application was made, he would require the production of comprehensive financial evidence. CBW

QUEENSBRIDGE PSV LTD

TRANSMISSION SPECIALISTS

- Hydracyclic gearboxes
- Manual gearboxes
- Semi-automatic gearboxes
- Differentials and axles
- Ancilliary components & spares

FOR SERVICE AND QUALITY

NQA ISO 9002 REGISTERED COMPANY

Tel: (01924) 281871
Fax: (01924) 281807

Milner Way, Ossett, West Yorks WF5 9JE

KONI
...make molehills out of mountains

When safety, handling, passenger comfort, durability and value for money are important, there is only one choice - KONI.

KONI BUS & TRUCK
YOU'LL GO THE DISTANCE.

RI ROADLINK INTERNATIONAL
STRAWBERRY LANE, WILLENHALL
WEST MIDLANDS, WV13 3RL
FAX SALES: 01902 631515 PHONE: 01902 636206

Roadlink International Ltd. is the exclusive U.K. concessionaire for KONI truck, trailer and P.S.V. shock absorbers.The Roadlink product range also includes Beral brake linings & rivets, disc brake pads, brake drums & discs, air springs. Bryden riveting machines & spares.

A selection of quality pre-owned vehicles

DAF SB 2300 DUPLE 340

1988 (E). 53 reclining plus courier seat, 6 speed ZF Splitter gearbox radio/PA/cassette, centre o/s sunken toilet, centre o/s continental door, water boiler, TV only. M.O.T Feb 96.

MAN 16290 JONCKHEERE DEAUVILLE

1989 (F). 6 speed ZF gearbox, 49 reclining seats, Sutrak air conditioning, double glazing, o/s/r floor mounted toilet, curtains, radio/PA/cassette, painted all white, M.O.T 24.01.96.

BEDF[illegible]YNT [illegible]320

SOLD

19[illegible]53 re[illegible]ing s[illegible]s, [illegible]peed Z[illegible]earb[illegible] interior brown, exte[illegible]wh[illegible]rec[illegible]A/Ca[illegible] 1.0[illegible] March 1996.

BEDFORD YMP PLAXTON PARAMOUNT

1987 (D). 35 seats plus 2 tables, power door, side lockers, radio/PA/ cassette, exterior white/blue, interior grey. M.O.T 2.6.96.

VAN HOOL T815 INTEGRAL

1991 (H). Cummins L10 290 BHP engine, ZF HP 590 auto gearbox with integral retarder, Sutrak air conditioning, autolube, variable top speed limiter, road speed governor, kneel facility, ferry lift, Webasto heating, brown moquette, 53 reclining seats plus courier ishringhausen drivers seat, plug door, half rear emergency door, 2 roof air vents, double glazed, side blinds, rear curtains, radiomobile radio/PA system, M.O.T.'s Jan 96. **Choice of 2.**

VOLVO B10MT PLAXTON 4000 RS

1989 (F). 65 reclining seats plus twin courier, TV/Video stereo, toilet, double glazing, sun blinds, curtains, carpets, drinks, fridge, drivers bunk, crew seat, M.O.T. 25.02.96.

VOLVO B10M DUPLE LASER

1984 (A). 57 fixed sets, radio/PA/cassette, power door, side lockers, exterior white/blue, interior brown. M.O.T 15.5.96

VOLVO B10M DUPLE 340

1985 (B). 51 retrimmed reclining seats, o/s/r sunken toilet, continental door, tinted glass, curtains, power door, radio/PA/cassette, repainted white, ***'New M.O.T'****.*

VOLVO B10 MKIII VAN HOOL ALIZEE

1990 (G). ZF 6 Speed S690 manual gearbox, Telma Retarder, autolube, ferry lift, road speed governor, variable top speed limiter exhaust brake, webasto heating, plug front entrance door, centre continental door, half rear emergency door, centre toilet/servery, crew compartment, 3 roof vents, forced air ventilation, ishringhausen drivers seat, courier seat, 49 reclining seats, brown moquette, double glazed, side blinds, rear curtains, radiomobile radio/Pa system. M.O.T.'s 1 x Feb 96, 1 x Oct 96. **Choice of 2.**

SCANIA ELITE K113 PLAXTON PARAMOUNT 3500

1992 (J). 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door, central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system, new M.O.T.

SCANIA K112 VAN HOOL SH

SOLD

1987 (PP) 10 spe[illegible]itter g[illegible]box, Te[illegible]lining seats, double gla[illegible]Window[illegible]entre[illegible]k[illegible]oilet, TV[illegible]deo,[illegible]ers sleeping compartm[illegible]s, fr[illegible], [illegible]rp[illegible] red/cream, grey/red moq[illegible].O.T 12.04.96.

SCANIA K122 PLAXTON 4000

1985 (C) 72 reclining seats, courier seat, toilet, drinks, M.O.T 11/95.

LEYLAND DUPLE DOMINANT IV

1981 (W) 55 seats, ZF 6 speed gear box, radio/cassette M.O.T 07.09.96

LEY[illegible]TIG[illegible]245 LAXTO[illegible]20[illegible]

SOLD

19[illegible]53 r[illegible]ning[illegible]ts[illegible]speed Z[illegible]earb[illegible] Telma, air condition-ing[illegible]our[illegible]gla[illegible]ow[illegible]ac[illegible]assette M.O.T 24.07.96

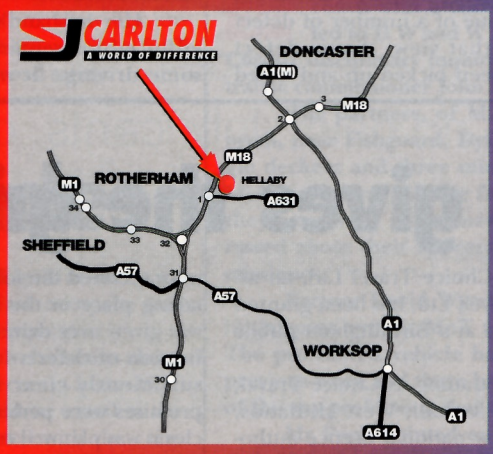
FORD TRANSIT DEANSGATE

1993 (K). 14 high back seats, radio/cassette, M.O.T 20.6.96.

SALES

Tony Clayton	North England & Scotland (Mobile) **0850 657590** (Home) 01909 473495
Peter Prime	South West & South Wales (Mobile) **0589 289469** (Home) 01934 822968
Graham Tkaczyk	London & South East (Mobile) **0402 000867** (Home) 01344 844911
Phil Cowdery	Eastern Counties, Midland & North Wales (Mobile) **0585 264143** (Home) 01777 711019
Bill Povey	*Sales Director, Head Office* (Mobile) **0860 811083** (Home) 01509 262220

Carlton House, Euroway Estate, Hellaby Rotherham, South Yorkshire S66 8QL.



Euroway Estate, Junction 1, M18 Motorway, Rotherham.

SJ CARLTON
A WORLD OF DIFFERENCE

UK concessionaire NEOPLAN

Tel: 01709 700600 Fax: 01709 700007

▼ Maintenance

Melton Bus & Coach has fo O-licence revoked over mai

'I am not prepared to give you another chance' commissioner tells p

by Michael Jewell

EILEEN Jackson's four-vehicle O-licence has been revoked, and an application for renewal refused, by Eastern Traffic Commissioner Brigadier Compton Boyd.

Mrs Jackson, of 5 New Zealand Lane, Queniborough, Leicester, who trades as Melton Bus & Coach, had been called before a Cambridge disciplinary inquiry.

Brigadier Boyd said Mrs Jackson had been called to a public inquiry in April 1994, when maintenance was also the main issue. He had suspended her licence and curtailed its duration. At the same inquiry, and also for reasons of poor maintenance, he had revoked a licence held by Mrs Jackson in partnership with her husband, trading as N E & E E Jackson.

DoT vehicle examiner David Hylton said that, between November 1993 and May 1995, Mrs Jackson's vehicles had attracted one delayed and three immediate prohibitions, for a total of three immediate and four delayed items.

One of the immediate prohibitions was marked as indicating a significant failure in the maintenance system. That prohibition contained defects of long standing, yet they had not been noted on the last preventative maintenance inspection.

Two of the prohibitions suggested pre-use checks were not being properly carried out by drivers and the issue of a number of defect notices confirmed that view. Some defect items also had not been picked up and noted during the preventative maintenance inspections. Although there was a driver defect reporting system in place, the defect notices issued showed that it was not being used.

Since October 1994 Mrs Jackson had not adhered to the stated inspection intervals of four weeks, or 6,000 miles, said Mr Hylton. For example, there were gaps of 11 weeks, nine weeks and six weeks.

The vehicle given the immediate prohibition endorsed 'S' had been inspected seven weeks previously. The quality of the inspections was, in some instances, questionable. There was a 25 per cent initial failure rate at annual test, compared with the national average of 30 per cent. On one occasion he noticed Mr Jackson had been involved in the repair of a vehicle.

For Mrs Jackson, Paul Carless said it was accepted four weeks was the stated inspection period and it had been exceeded, but usually only when the vehicles in question were not in regular use.

It was conceded there were no records to substantiate that claim and in future the four-week regime would be adhered to. A proper and effective driver-defect reporting system was now in place.

Mrs Jackson had put her faith in an outside contractor. She was not over impressed with his performance on her behalf and she had told him so.

Her husband's involvement was restricted to minor repairs, usually bodywork, and some driving. It was Mrs Jackson who controlled the business and not her husband. Mr Carless said the three main concerns of the Vehicle Inspectorate had now been addressed, namely the regularity of the inspections, a proper drivers' defect reporting system and the quality of the inspections.

Mrs Jackson was in full control of the business and her husband's involvement was only peripheral. She had taken on board the criticisms and finance was in order. There was room for improvement and Mrs Jackson had the will to achieve it.

'Mr Jackson's behaviour leading up to the wheel detachment was an act of gross irresponsibility not only as the person in charge of maintenance of both licences but also as a vocational driver'

In his decision, Brigadier Boyd said that, despite the previous public inquiry at which the partnership licence was revoked, and Mrs Jackson's licence suspended and prematurely terminated because of a serious failure of the maintenance system, Mrs Jackson's performance continued to attract criticism from the VI.

At the previous public inquiry he had

▼ Licensing

Pugh gives the green light to Midland

MIDLAND Choice Travel Ltd, an associate of Liyell Ltd, has been granted an O-licence at a Birmingham public inquiry.

The company, trading as Choice Travel, of Watery Lane, Willenhall, West Midlands, had applied for a new national licence authorising the operation of four vehicles.

For the company, Norman Carless said director Kenneth Newman had been involved with coaching for 30 years. Certain advice had been given by the vehicle examiner and that advice had been followed.

Of the four vehicles inspected on 6 September, three had slight problems, all of which were rectified the following day, the inspection taking place in the late afternoon. Guidance was given over driver defect reporting as rectification of defects found was not being made sufficiently clear in the paperwork. The premises were perfectly adequate for the vehicles it was planned to operate.

Asked what Mr Young had to do with the company, Mr Newman said he was a director. Asked what control Mr Young had, Mr Newman replied that of managing director. However, he had the day-to-day control of the company as its general manager.

West Midland traffic commissioner John Mervyn Pugh said the driver defect report books in use did not contain consecutive numbers. Mr Newman said he had never thought to have them numbered but he would ensure that was done in future. He agreed with the commissioner that, if the sheets were not numbered, they would not know whether a driver had torn sheets out without handing them in.

Questioned by the commissioner, Mr Newman said there was a flow chart in use to pre-plan the inspections. Letters had been written to all the drivers in the past pointing out their responsibilities. The drivers might come from the bus-operating company, Liyell Ltd. At the moment the drivers had not been nominated. New letters would be sent to the

ur-vehicle ntenance

rtner Eileen Jackson

said: "Whenever there has been a significant problem, Mr Jackson has been at the heart of it, either as a driver, or the person responsible for the maintenance, or the one who obstructs the Vehicle Inspectorate.

"Consistency and vigilance are the key to a reliable maintenance system. If it is left in the hands of someone who appears at times to be somewhat unpredictable and irrational, things go badly wrong. The wheel detachment provides a vivid and graphic example of this. The events leading up to that incident are so serious that they tend to obscure the fact that, at times the system has performed satisfactorily.

"But, as I have said, it all appears to depend upon Mr Jackson's attitude at any particular time and this is certainly no basis for a sound maintenance system.

I was also concerned that Mr Jackson's version of events, where these events had serious implications for road safety, was at total variance to that of others; in this connection I did not consider him to be a reliable witness.

"His behaviour leading up to the wheel detachment was an act of gross irresponsibility not only as the person in charge of maintenance of both licences but also as a vocational driver, his conduct in this respect will be looked at under the separate provisions which exist for this purpose.

"The integrity of both licences have been severely tarnished by events. I have, however, still some confidence in Mrs Jackson, who struck me as being competent and

Stated inspection period four weeks

rational and this is reflected in my decision on her 'sole trader' licence.

"So far as the partnership licence is concerned, because of Mr Jackson's legal involvement as one of the partners, I have no confidence in its ability to maintain the authorised fleet in a fit and serviceable condition."

Despite those strictures, the vehicles were still attracting prohibitions, one of which was marked with an 'S' and was issued as recently as April of this year, said Brigadier Boyd. The gaps between inspections had exceeded the stated intervals, the driver defect reporting system had been non-effective and Mr Jackson still appeared to be involved.

Mrs Jackson by and large accepted the criticism voiced by the VI, but sought to assure him that those matters had been addressed and that, furthermore, her husband played no significant part in the running of the business.

In essence, she wanted another chance. He was not prepared to give it. She was given fair warning following the previous public inquiry, in terms whose meaning was unmistakable. He was not prepared to allow her any more rope. He could not trust her to fulfil her onerous obligations to road safety.

Choice for four vehicles

drivers employed by Midland Choice. The fitters were employed by Liyell. They would be sent new letters when they started working for Midland Choice.

They were using the same operating centre at Liyell and Liyell's fitters would be doing the maintenance work. He was aware that Liyell had appeared before the commissioner. Lessons had been learned from that appearance, said Mr Newman, and things had been pulled together. They did not have the problems of the past.

Mr Pugh said limited companies were separate "persons" in law and the two businesses could not be run as one. He had difficulty with Mr Young and Liyell in the past. Each company was a separate company and must be run as a separate company.

Mr Newman said one vehicle was about 1984 vintage. One had recently been MoT tested and another two would be tested in the next week or two. He agreed with the commissioner that the MoT test certificate could only speak as to the condition of the vehicle on the day of the test.

Mr Pugh said the system of maintenance recommended in the West Midland and South Wales area would only work if the vehicles had fresh MoT tests before it was introduced.

▼ **Maintenance**

Suspension for Amanda

AMANDA Luxury Coaches O-licence has been suspended by the South Eastern & Metropolitan Licensing Authority, Brigadier Michael Turner, at an Eastbourne disciplinary inquiry.

DoT vehicle examiner Chris Harbott said that, in May, the one vehicle possessed by the company, of 96 Hatton Road, Bedfont, Feltham, Middlesex, failed its annual test for five defects. He was unhappy about the maintenance procedures adopted by the company.

Director Colin Robinson said finding a satisfactory commercial garage to undertake the maintenance was proving extremely difficult. He had used two firms already who had failed to come up to the required standard.

The one vehicle in possession was now parked on the drive of his house and had not been operated since last June, said Mr Robinson. He conceded that his only facilities were a garage and a jack. He said he wished to retain his licence. His intention was to sell the existing vehicle and purchase a new one.

Suspending the licence, Brigadier Turner said he had no option in view of the current unsatisfactory maintenance system. He would consider lifting the suspension when a proper maintenance system had been put in place which met with the approval of the vehicle examiner.

▼ **Maintenance**

Corroded brake leads to inquiry

A PROHIBITION imposed on Volvo coach with a corroded air brake strap led to D W and W S Rees appearing at a Cardiff disciplinary inquiry before South Wales traffic commissioner John Mervyn Pugh.

The partners, of Midway Garage, Crymmych, near Fishguard, Dyfed, operate nine single deckers and three mini coaches trading as Midway Motors. For the firm, David Cocks said they were very concerned, upset and embarrassed about their appearance before the commissioner.

Partner David Wyndham Rees said their initial pass rate at MoT test was 97 per cent. The prohibited vehicle had been checked the previous week and there had been no indication of the any problem at that time.

Mr Pugh pointed out that the vehicle examiner had taken a photograph of the corrosion.

Adjourning the proceedings for six weeks for three vehicles not recently tested to go through fresh MoT tests, Mr Pugh said he would cut the licence duration to expire at the end of the year instead of the end of next March. CBW

TRANSPEC

Safety Vents

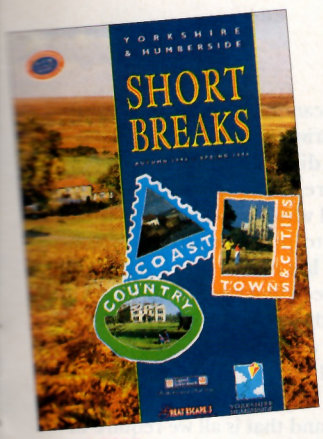
Combination Roof Ventilators and Emergency Exits

- Improves ventilation & heating
- Provides emergency exit
- Fulfills all known regulations
- Will not rust or corrode
- Requires no paint, lubricants, or special maintenance
- **TRANSPEC SAFETY VENTS** are used throughout the world and have a long history of proven service performance

TRANSPEC Speciality Products Engineered for the Transport Industry

575 Robbins Drive, Troy, Michigan 48083-4554 (USA) Telephone (0101-810) 588 8720 Fax: (0101-810) 588 1588

UK Distributor: CLAYTON, Fletchworth Gate, Burnsall Rd., Coventry CV5 6SP Tel: 01203 691916 Fax: 01203 691969



▼ UK

Short breaks in Yorkshire brochure out

GET in the know for a tour of the north by getting your copy of the new 1995/96 *Short Breaks* brochure from the Yorkshire and Humberside Tourist Board.

The publication is part of the English Tourist Board's *In the Know on Where to Go* campaign and features a host of ideas for short breaks, one of the fastest growing areas of the leisure market.

Also included is an *Autumn Arts* supplement, which offers ideas for arts-based packages and a listing of major events in the region.

A free copy of the brochure is available from the Yorkshire and Humberside Tourist Board by dialling 01904 707070.

▼ UK

Lakeland traffic initiative: time for the talking to stop

Authorities now reviewing scheme as consultation period ends

by William Golden

IT is finally time for the talking to stop and the consultation period for the controversial Lakeland Traffic Management Initiative is over.

The scheme was launched in the early Summer and proposed a radicial overhaul of traffic management in the Lake District. It provoked concern from coach operators, who thought the region would be "closed" to them, and was condemned by local hoteliers, shopkeepers and owners of cafes and restaurants.

They all feared a dramatic loss of income in an area which is heavily dependent on tourism. The authorities behind the scheme also came in for severe criticism for the way they handled the publicity.

This prompted highway officials from the Cumbria County Council to assure operators that the schemes were only proposals and would not severely restrict movement.

After a late flurry, which brought in more than 100 letters on the last day of the consultation period, the authorities have sat down to review the scheme and are expected to report in the New Year.

▼ UK

Talk and eat suite complete

THERE is more food for thought for groups visiting Drayton Manor, in Tamworth, now work has been completed on the £250,000 renovation of the Staffordshire theme park's Tower Suite.

It is one of three suites offering conference and banqueting facilities and its official reopening attracted one of the largest gatherings of leisure chiefs in Great Britain. Colin Bryan, Drayton Manor's md, said: "It was a great coup for the area and Drayton Manor in particular.

"We are constantly achieving new attendance figures at the park and setting new goals. Our banqueting and conference facilities are a vital part of our operation and have become almost as important as our rides."

Drayton Manor is now the fourth most popular theme park in Britain and is the second most popular tourist attraction in the Midlands. It has more than 50 rides and parking for up to 2,000 vehicles. CBW

Cheers: toasting the new-look Tower Suite are (from left) Richard Pawley, Drayton Manor's operations director; Eric-Paul Dijkhuizen, director of park operations at Disneyland Paris; Sir David Lightbown, MP for Tamworth; George Bryan, chairman of Drayton Manor; and md Colin Bryan

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Athens	23C/73F	Madrid	24C/75F
Amsterdam	21C/70F	Oslo	13C/55F
Berlin	23C/73F	Paris	25C/77F
Brussels	23C/73F	Rome	24C/75F
Dublin	15C/59F	Stockholm	17C/63F
Lisbon	21C/70F	Vienna	18C/64F
Luxembourg	22C/72F	Zurich	17C/63F

DIESEL PRICES

(Courtesy AA Roadwatch)

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.57	Netherlands	0.53
Belgium	0.53	Norway	0.69
Eire	0.53	Poland	0.23
France	0.49	Portugal	0.45
Germany	0.50	Spain	0.44
Italy	0.54	Sweden	0.61
Luxembourg	0.44	Switzerland	0.66

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	15.20 Sch/£	Italy	2,500 Lire/£
Belgium	44.75 BFr/£	Netherlands	2.45 Gld/£
Denmark	8.50 K/£	Norway	9.70 NKr/£
Eire	0.96 Punt/£	Portugal	230 Es/£
France	7.63 Fr/£	Spain	188 Pta/£
Germany	2.18 DM/£	Sweden	10.92 SKr/£
Greece	361 D/£	Switzerland	1.75 SFr/£

Questions & Answers

Q If an enforcement officer takes tachograph charts from a driver, does he have to give an official receipt or is a piece of paper sufficient? How long does the department have to decide whether on not to prosecute the driver (or his employer) and do they have to return the original charts to the employer?

JH, London

A I have made some inquiries and discovered that enforcement officers are not provided with official receipt forms. The custom is, indeed, to simply write out a receipt on a piece of paper.

While there is no question that enforcement officers can take record sheets from a driver, in practice they would probably only do so if the records showed significant driving hours violations, or they had other reasons to be concerned about the keeping and production of original records.

Unlike some motoring offences, there is no obligation to prosecute, or serve notice of intended prosecution, within any limited timescale in respect of allegations of driving hours violations. As far as I can discover, there is no statutory obligation on the enforcement body to return original discs at all.

However, if a prosecution were to ensue, the rules of natural justice would entitle the person, or people, prosecuted to know exactly what they are charged with to be able to mount a defence. This means that either clear and readable photocopies should be provided on request or original discs might be allowed in to the hands of the defence lawyer.

Q You have answered questions in the past about postponing weekly rest and suggested there has to be two weekly rests taken in the week where the postponed weekly rest falls.

We do not agree. We contend that, as long as the postponed weekly rest is no more than 12 days apart from when weekly rest was last taken, the postponed weekly rest serves as the rest for the week it was postponed from and for the week into which it has been postponed.

DC, York

A All I can say is that I hope you never have to contend this before a court! I cannot imagine where you have picked up such an implausible interpretation of the hours rules. With respect it seems to me to be a case of you trying to make them say what you would like them to mean. The 12-day rule — which only applies if the driver is on non-regular work — is indeed the safety net which stops weekly rest periods being strung out too far apart.

It is contained in Article 6(1) of EC 3820/85. It has no direct connection with postponed weekly rest. This is set out paragraphs later in Article 8(5). The only link between the two is that, for obvious mathematical reasons, it is only possible to postpone the weekly rest when the 12-day rule applies. (It is otherwise six days and that dictates a weekly rest in every week).

The words of Article 8(5) are crystal clear. They say that, where the 12-day rule applies: "The weekly rest period may be postponed until the week following that in respect of which the rest is due and added on to that second week's rest." By no stretch of my imagination can I conceive how you can make "added on" mean "substituted for". I fear that, if you apply your interpretation, you risk a tiresome and expensive day or two in court.

Q I sent a driver down to Dover to take over a coach and continue the journey to Germany. He had plenty of rest before he took the vehicle over. He had a tachograph check in Belgium and was fined £50 because he could not prove he had not driven the coach from Scotland to Dover. He says the officer seemed to be suggesting he should have carried the disc of the feeder driver. Surely that is not correct?

AG, Dumfries & Galloway

A I agree it cannot be right to suggest that one driver should carry and produce the discs of another. These records are personal to the driver concerned who, as you know, may be required to produce them for the current week and the last day on which he drove in the immediately preceding week.

I wonder whether your driver may have misunderstood what was at issue.

Although all that the EC Hours Regulation 3820/85 requires is what is in the previous sentence — and that is all we require in this country — European Union member states do have discretion to supplement the minimum requirements of the regulations.

Although I cannot quote you chapter and verse on Belgian and French law, it has long been accepted and understood that they expect the days between 'working' discs to be accounted for. I have heard of drivers and operators who satisfy this requirement by carrying completed, but otherwise blank, discs endorsed 'Off Duty'.

This is, however, not what I would recommend. The preferable method is the so-called Letter of Attestation.

This should be written on headed note paper, state the days (or even times if it is material) in the relevant period when the employee was not working, and be signed by the operator or a responsible person (for example, a traffic manager). This can easily be done as a word-processed letter, or a standard letter on paper, with blank spaces for completion.

I suspect that, had your driver been able to produce such a document, he would have had no problem. On the assumption that the coach was carrying passengers, this is an example of officialdom at its worst because all the enforcement officer needed to do was to ask them if the person concerned had driven to, or boarded at, Dover!

Q The day after one of my minibuses had been inspected and defects rectified by the garage which does my work it received a prohibition for a non-operative emergency engine stop. Can I appeal against this?

RK, Staffs

A An informal appeal against a prohibition can be made to the area manager of the Vehicle Inspectorate. You would, however, be wasting your time if the basis of the appeal is that it was not your fault because the garage should have noticed, and rectified, the defect.

You, as the operator, are totally responsible for the condition of the vehicle. Either change your repairer, or make sure that the present one does the job fully and properly.

In any event you should examine what you can yourself on daily walk-round checks.

Questions on coach and bus operation should be sent to: Marksman, c/o *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 62656 Marksman will answer more questions on 4 November

BUS FAIR?

MAN 11.190
13.91 mpg
Based upon a yearly mileage of 50,000 miles the annual fuel bill will be some ***£8,806**

Dennis Dart
13.15 mpg
Based upon a yearly mileage of 50,000 miles the annual fuel bill will be some ***£9,315**

Volvo B6R
10.68 mpg
Based upon a yearly mileage of 50,000 miles the annual fuel bill will be some ***£11,470**

At recent fuel trials carried out by the British Bus Group, one of the group's MAN 11.190's clearly demonstrated the model's fuel saving characteristics by decisively outperforming its two major competitors.

With fuel prices easily the largest single running cost for today's operators, the MAN 11.190's performance can provide *significant* savings for any operation - *particularly* when considered over the working life of an MAN chassis.

For more information on how MAN's fuel efficient vehicles can cut *your* organisation's operating costs, simply call Richard Noy at MAN on FREEFONE 0800 378605.

You have nothing to lose but excessive fuel bills - which makes MAN buses a very 'fair' proposition indeed!

*Annual costs based upon diesel at £2.45/gallon.

MAN Truck & Bus UK Ltd.,
Swindon, Wilts, SN5 8YU.

MAN

Perk on a plate for esteemed ed

WHAT am I bid? Ex-company Volvo 740GLT, 39,000 miles (just run in) on an N-plate, with PAS, FSH, EW, AC, SR, and CBW.

Do I hear 14,000? Yes? Good. 14... 14... 14... 15 to the man in the tweed jacket. 15... 15... 15... is that 16? No? 15, 50 then. 15.5... 15.5... 16.

The bidding's with the tweedie bloke with the grey crimplene trousers. 16... 16... 16... 16.5... 17 to the tweedie bloke with the receding hairline. 17... 17... 17... final bids now, please. 17... 17... 17... sold.

Name?... Morgan, *Coach and Bus Week*. It's yours...(Only joking - ed).

Clampdown on tax dodgers, bogdown for bus operators?

THE threat by Transport Secretary Sir George Young to clamp car tax dodgers — or any other road tax dodgers for that matter — will no doubt be greeted with apathy by operators.

It's all very well to put the Denver boot on non-contributors to the road fund, but it's perhaps of more interest to the cognoscente of transport taxation to find out exactly where that cash is put to use. Far and away the majority goes into central Government coffers, to be spent on everything except roads and transport.

Car tax dodgers cost the taxpayer £163 million a year, says Sir George. The reality is that contribution to the road fund, given that it is given in good faith but spent elsewhere, costs the taxpayer considerably more.

Bus operators have a more pertinent worry; that the clampers will be in action along the bus lanes.

Cars clamped here will cost the industry dear. Justice it may be; common sense it is not.

CPT action is music to our ears

AND finally, as they say in all the best news bulletins, the Confederation of Passenger Transport is anxious to announce it has stepped up lobbying national and local authorities to help get coaches into tourism areas.

"Certain elements of the tourism industry are concerned that coaches are seen as a necessary evil, and are often the last consideration when infrastructure plans are being developed," says the CPT. It is planning a campaign to outline the benefits of coach tourism to local economies, and combat the bleatings from minority groups. Not a moment too soon,

CBW

Movies

FILMBANK DISTRIBUTORS LIMITED

Screening a superb selection of top movies, cartoons and classics will be an added attraction, make coach travel fun, keep children amused and entertain your passengers.

We can supply your Company with any standard or tailor-made package of movies to suit your individual requirements.

We are licensed distributors for the coach industry. Phone our Bookings Department now for further information about prices and discount 0171-386 9909.

MAKING COACH TRAVEL MORE FUN!

Filmbank Distributors Limited, 498-504 Fulham Road, London SW6 5NH

Tel: 0171-386 9909

Fax: 0171-381 2405

Please note: Unauthorised screenings are a criminal offence and liable to prosecution

BELMONT INTERNATIONAL

Peter Gomersall and all the staff at Belmont International would like to thank everyone who visited their stand at Coach & Bus '95.
For anyone who didn't get a chance to come and see us, please give us a call on **01732 459379**

DOWNTIME COSTS MONEY

Why Not Call Cummins Diesel?

We can provide:

- Nationwide availability of Remanufactured Cummins Engines for the Bus & Coach Industry. All with 2 year unlimited mileage warranty.
- Engines available on 24 hour delivery from 16 Branches throughout the United Kingdom.
- Dennis Dart, Lance & Javelin, Metrorider Routemaster, Olympian, Lynx, Tiger, etc.
- Nationwide Parts and Service Support for all applications.

For more details contact:
Paul Anderson
Tel: 0181 751 5001
Fax: 0181 751 5667

Cummins Diesel
*Rutherford Driver
Park Farm South
Wellingborough
Northants NN8 6AN

Branches: *Aberdeen, Avonmouth, *Cardiff, Cambridge, *Cumbernauld, Dublin, Exeter, Grantham, Grimsby, Heathrow, Leeds, Lincoln, Manchester, Stockton, West Bromwich, *West Thurrock.

* BS5750 Approved Branches

Left: Chris Carson Right: Peter Hesketh

Wrightsure has had yet another successful show, meeting new and existing clients.
If you didn't get to see us, please give us a ring on **01375 378371** or **0151 724 2266** for all your insurance needs.

PUT THE SAFETY OF YOUR PASSENGERS FIRST BY CONTACTING

Safety - Fit Ltd

Our NATIONWIDE team of skilled fitters can fit "E" marked 2 point + 3 point restraints in a matter of hours on site!

THIS WILL KEEP THE DOWN-TIME ON YOUR VEHICLES TO A MINIMUM.

From only **£18.50 + VAT,** a small price to pay in time and money for peace of mind.

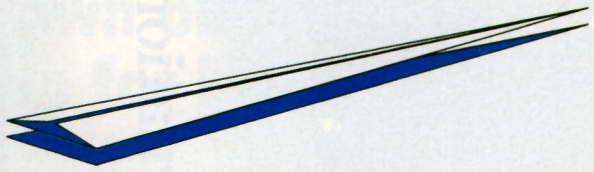
Contact our Central Booking Line

0121 454 1649

or

fax 0121 454 1070

EUROMOTIVE (KENT) LIMITED



ACCESSIBLE AND MINIBUS CONVERTERS

We are pleased to take this opportunity of informing you that Euromotive (Kent) Ltd. is trading as an accessible and minibus converter and we now have the added facility of supplying coach build on Ford Transit chassis.

Although the Euromotive name is new to many people we have a vast depth of experience in coach building and van conversion gained by our staff through their previous employment at Dormobile Ltd. Euromotive intends to build on those standards of technical quality and expertise.

We believe that the best way to convince you of the quality of our work is for you to call in and view at first hand the standard of work we are producing.

If we can be of any help or service to you, or if you wish to know more about the way we operate, please do not hesitate to contact us.

DENNIS NOBLE Sales & Marketing Director
PAUL WRIGLEY Managing Director

Unit B1, Lympne Industrial Park, Otterpool Lane,
Hythe, Kent CT21 4LR
Telephone: 01303 267900 Fax: 01303 269700

QUALITY OF SERVICE A PRIORITY

Commercial Exhausts Limited

The leading supplier of exhaust systems to the Bus & Coach Industry

1985 10 YEARS **1995**

Commercial Exhausts Ltd., Unit 1, Bank Quay Trading Estate, Warrington WA1 1PJ
Tel: 01925 632397 Fax: 01925 418039

DAWSONRENTALS LTD

Flexible packages available on all makes....

Operating Lease	Hire Purchase
Short-Term Rental	Finance Lease
Contract Hire	Sale & Leaseback

Bus & Coach Division,
Delaware Drive, Tongwell,
Milton Keynes, Bucks MK15 8JH

Contact Dawn Riley for Further Information
TEL: (01908) 218111

FACT. NOT FICTION.

The ABC allows professional buyers and sellers of advertising space in Business Publications to buy and sell better. It does so by providing an independent, authoritative circulation audit that is the single most obvious indicator of a magazine's self esteem and a publisher's confidence in his title.

An ABC certificate is your guarantee of integrity. So, if your next schedule includes titles that aren't audited - ask why.

For details of ABC's activities relating to the Business Press and the benefits to be gained from ABC membership contact Trevor Foley, Business Press Manager, on 01442 870800.

ABC AUDIT BUREAU OF CIRCULATIONS

Audit Bureau of Circulations Ltd., Black Prince Yard, 207-209 High Street, Berkhamsted, Herts., HP4 1AD. Tel: 01442 870800 Fax: 01442 877998

COACHING FOR PROFIT

CBW Coach and Bus Week

In association with PELOTON MANAGEMENT LTD

VOLVO

'It makes you think'

Our seminar will put cash on the bottom line

by Mark Williams

THE delegate from one of Britain's fastest-growing coach operators passed his verdict on Coaching For Profit... by telling his boss to get to the next seminar!

Bob Wildman, general manager at Mike de Courcey Travel, gave the seminar more than eight marks out of ten. He said the quality of presentation - using the latest projection computer technology - was top-class, and the value of the event as a talking shop hard to beat.

"Ron Whittle's talk about costs was very good," said Mr Wildman. "It made everyone sit up and think what it REALLY costs to run vehicles, though the costs vary depending on where you are.

"The computer-generated graphics were ideal for his talk. So much so, I asked him afterwards where I could get a copy of the spreadsheet he used!"

Mr Wildman was also impressed with Steve Whiteway's explanation of the way in which his company uses its drivers to influence and monitor business.

"I'd like to do something like it here and, when the dust settles on our expansion, I'll be taking another look at his methods.

"Coaching For Profit was one of the better training seminars I have been to. It's a good idea for any operator to go, not only for good ideas but to reinforce the systems you may already have in place.

"So much so, when I came back I asked if Mike de Courcey would like to go to the next one. The general content was good, and I came away with the impression that we must be doing something right, after all!"

If there's a gap in your diary on 16 November, here's your chance to enjoy and learn from some of the industry's leading lights. Again based at Volvo's superb Warwick auditorium, the one-day event takes in topics as varied as costing, reputation and the benefits of gearing up to ISO standards.

Chairing the seminar will be Wightlink's Chris Wales, with scene-setting from Peloton Management's Roger Batson. Speakers are Ron Whittle, of Go Whittle, R&I Tours' md Ian Haddon, and Johnson's Coach Travel director John Johnson, whose talk has gained huge acclaim from all sectors of the industry.

Just fill in the booking form (*CBW*, 30 September) and send your cheque... then look forward to an event which could put cash on the bottom line.

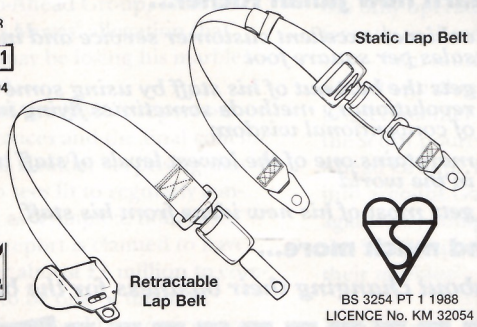
COACH SAFETY BELTS BUS SAFETY BELTS

Original Equipment Quality Coach & Bus Belts

CARSTYLE SAFETY PRODUCTS LTD

Manufacturers of safety belts to British and European Standards

Br3 E11 04594 | Br3 e11 0594



VCA No. 0021

BS 3254 PT 1 1988 LICENCE No. KM 32054

As supplied to the coach industry for new vehicles. Now available for retrofitment to **Plaxton, Duple, Berkhof, Caetano, Bova, Jonckeere, Eof, Neoplan, Vanhool Etc.**

For further information

CARSTYLE SAFETY PRODUCTS LTD.,

34 Gratton Road, Queens Park, Bedford MK40 4EF

C·S·P·L

Call Now

01234 352243

Fax: 01234 354298

COACH SAFETY BELTS BUS SAFETY BELTS COACH SAFETY

COACH SAFETY BELTS BUS SAFETY BELTS COACH SAFETY

COACH SAFETY BELTS BUS SAFETY BELTS

SOMERS LIFTS WILL TAKE YOU TO THE TOP

CE

When workshop space is at a premium Somers Vehicle Lifts will provide the versatility you need.

With a growing reputation Somers Vehicle lifts are widely accepted as a more imaginative alternative to fixed facilities.

FM 26517

CALL FOR A BROCHURE

cisa Coach Industry Suppliers Association

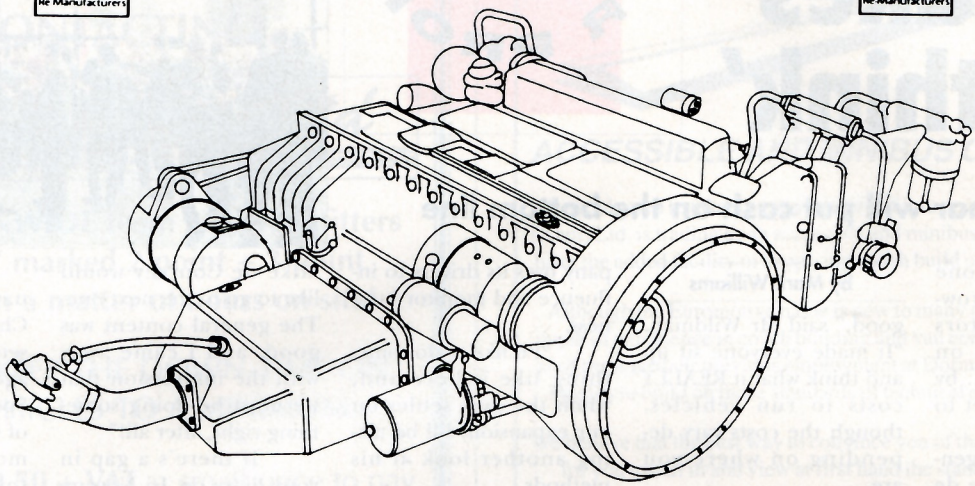
SOMERS VEHICLE LIFTS

15 Forge Trading Estate, Mucklow Hill, Halesowen, West Midlands B62 8TR

Telephone: 0121-501 1077

Fax: 0121-501 1458

ActionForm Ltd



• Bus & Coach Engine Specialists •

ENGINES BUILT AND DYNO TESTED BY EXPERIENCED PROFESSIONALS WHO CARE ABOUT QUALITY AND AFTER-SALES SERVICE – ESTABLISHED IN THE 1980'S

TEL: 01902 714242

"Read this book and transform your business"

ARCHIE NORMAN - CHIEF EXECUTIVE ASDA

Julian Richer's advice is sought by Chief Executives of some of Europe's biggest organisations and his ideas on staff motivation have been described by the press as "legendary".

His best known company "Richer Sounds" is the biggest and most profitable hi-fi retailer in the UK with the highest sales per square foot of any retailer in the world.

In this book Julian explains, for the first time in print, his original thoughts and advice which have been used successfully in companies of widely differing types and sizes.

Written from firsthand experience of running businesses, you will find this a practical book jammed full of useful ideas.

Learn how Julian Richer...

- *achieves excellent customer service and incredible sales per square foot*
- *gets the best out of his staff by using some revolutionary methods sometimes flying in the face of conventional wisdom*
- *maintains one of the lowest levels of staff turnover in the world*
- *gets most of his new ideas from his staff*

and much more...

The Richer Way is unmissable for anyone who is serious about changing their business for the better

Yes! Please send me . . . . copies of THE RICH£R WAY at £6.99 *(this price includes postage & packing)*

Title (Mr/Mrs/Ms): . . . Initials: . . . . Surname: . . . . . .

Company name: . . . . . .

Address: . . . . . .

. . . . . .

. . . . . .

Country: . . . . . Post/zip code: . . . . . .

Tel: . . . . . Fax: . . . . . .

Payment

☐ Cheque Please make payable to 'Emap Business Communications'

☐ Credit card. Please charge my:

☐ Access/Mastercard ☐ Amex ☐ Visa

☐ Switch Switch issue no.: . . . . . .

Card number: . . . . . .

Expiry date: . . . . . .

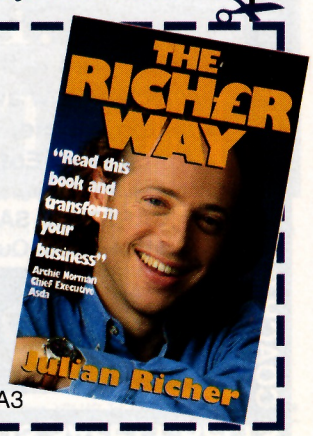
Signed: . . . . . Date: . . . . . .

☐ Please tick here if you do not wish to receive promotional literature and/or information from other companies

Post, telephone or fax your order to:
Julian Richer Book Offer, FREEPOST TN2415, Readerlink Subscription Services, Lansdowne Mews, 196 High Street, Tonbridge, Kent, United Kingdom TN9 1BR
Tel: 01732 770823 Fax: 01732 361708

emap BUSINESS COMMUNICATIONS

The Richer Way is also available from WH Smith



C&B A3

LETTER OF THE WEEK

Clarification on EU stance over length of coaches

Coach Association is a new lobby group taking over from CIAG (*CBW*, 14 October)

From Bob Wiper

With regard to your news story 'EU has given 15-metre coaches green light' (*CBW*, 7 October) may I clarify the position? In a conversation with The Coach Association, an official at the European Commission in Brussels spoke of the outcome of the recent Council of Transport Ministers meeting.

He explained that member states could not actually reach agreement on the idea of allowing 15-metre coaches. Eight member states, including Germany, Sweden, and the Benelux countries, voted for 15-metre coaches while seven, including France and Italy (who ironically already have 15-metre coaches)voted against.

The result is that 12 metres will be the international standard. Any member state wishing to allow 15-metre coaches on its roads will be able to. The European Commission has been asked to make a study on the value of 15-metre coaches.

Just for the record, at the same meeting the transport ministers agreed coach weight limits. The international standard will be 18 tonnes as of 1 January 1999. The UK derogation permitting only 17 tonnes will expire on this date.

R W Wiper
Vice Chair
The Coach Association
London SW1

Write to: The Editor
Coach and Bus Week
EMAP Response Publishing
Wentworth House
Wentworth Street
Peterborough PE1 1DS
or fax 01733 62656

The editor is always pleased to receive letters for publication and will, if requested, publish these anonymously. But please attach your full name (ie first name and surname) and address for our informa-

Letter of the week wins a Corgi Classics model bus

Know what you mean

From Ian Shipley

I write in response to Mark Williams' report regarding the Go-Ahead Group, Thames Transit and Chris Moyes' allegation that Harry Blundred may be losing his marbles (*CBW*, 7 October).

Having read the MMC's report on north east bus services and the final conclusions made, I find it rather surprising that the Go-Ahead Group sees fit to regularly condemn the report as "complete nonsense."

The MMC report is claimed to have cost the ratepayer almost £1 million to complete and is said to be one of the most detailed reports into local bus services ever produced.

The evidence contained within it was collected over six months when all operators within the reference area were given the chance to air their views either by written or oral evidence. Having collated all the evidence the MMC panel, which contained no less than two professors, a solicitor and two highly-distinguished business consultants, made its report and final conclusions.

On 8 September the MMC launched a further inquiry into Go-Ahead regarding its acquisition of OK Motor Services and, furthermore, the Office of Fair Trading is currently seeking comments and evidence into Go-Ahead's recent acquisition of three other small local bus operators.

Being a small operator suffering what can definitely be described as a "David and Goliath" battle with Go-Ahead, I wonder am I the only operator who views these events differently to those of Go-Ahead?

I am satisfied that the MMC will continue to go about its business in a fit and proper manner and will not be affected by the scorn poured upon its efforts by the Go-Ahead Group. Having said that, also taking into account Go-Ahead's increased activity against my company since the completion of the MMC report, I wonder who really is losing their marbles?

Ian Shipley
Managing director
Classic Bus & Coach
Co Durham

Can you help Kiwi?

From Mike Lyford

I am currently in the market for a good used coach and I am wondering if it would be economically feasible to import a used coach from England, as good quality late model (1980 on) coaches in New Zealand can be very expensive and few and far between.

At this stage of the exercise, I am interested to learn of the respective market value of an early 1980s coach chassis with air suspension, air conditioning; tinted bonded glass, stereo and, preferably, video.

Of course, the coach will have to meet certain New Zealand safety and specification regulations so it is important for me to be dealing with a reputable contact, possibly already involved in the export of used coach chassis. Would you know of anyone involved in this business who could possibly help me with this and the following questions?

Are there any three-axle coaches operated in the UK, as New Zealand has stringent axle-loading requirements making three-axle coaches preferable over two-axle ones due to our road tax system?

Being something of a Leyland man, what is the current market value of an early 1980s Leyland Royal Tiger with Doyen bodywork (Roe)?

Last but definitely not least, how much for a copy of your magazine, so I can assess for myself the relative English market value of some used coach chassis?

Mike Lyford
RD2
Waterloo Road
Silverdale
North Auckland
New Zealand

Is it Mark-up man?

From Wholesale Woman

I wonder was it simply pure chance that Marksman's article (*CBW*, 30 September) was tinted a delicate shade of green?

Obviously he is in dire need of a refresher course on lateral (or even logical!) thinking... not only are his arguments somewhat confused and contradictory but they blatantly ignore the fundamental principle of commerce — collective bargaining.

Presumably Marksman spends his leisure time roaming the countryside, negotiation "one-off" deals with farmers and local industries for his weekend shopping, while the rest of us endure trolley rage in Sainsbury's.

Now... "sharks and middlemen''— the term middleman is defined in the Oxford dictionary as "someone who handles a product between the producer and the consumer." Are we here to assume that Marksman owns and operates the hotels and ferries, sold on to his passengers? Shark should need no definition here... and I leave any inference, in that respect, to the interpretation of readers.

However, are Marksman's passengers not, in turn, being "forced into his arms" to avoid paying the rack rates listed on the back of hotel bedroom doors? Why should they, individually, have to pay a higher rate than a coach operator? Why should coach operators, individually, be given a higher rate than a wholesaler? Collective Bargaining!!

I am actually wondering at this point, if I have the pseudonym wrong... should it be "mark-up man"? I simply fail to understand his assertion that, in buying a package at a reduced price (by his own admission much cheaper than he could negotiate himself) he is "forced to increase his end price."

And his main objective in wanting hotels to deal directly with him appears to be, in a rather confused way, so that he can increase his margins even more — not lower the prices of coaching holidays, which he himself states are comparatively expensive in relation to other package holidays on offer.

Would he not wish to take advantage of the proposed 1996 increase in prices and reduction in programmes by the major package operators (referred to in his article) to make the coaching holiday comparatively more affordable and attractive to the consumer? What does he want?

Marksman also complains of the considerable percentage of "hidden costs" involved in running his operation. I wonder if he has the unbiased ability to watch the cost of a single telephone call (or fax) to a reputable wholesaler, against the costs involved in researching a new destination, inspecting several hotels to find the one suitable for his groups. Lengthy telephone calls to foreign parts, to keep the hotels fully updated on his sales progress, the frustration of unconfirmed ferry allotments and Channel Tunnel slots and, of course, the "payment up front" that is normally going to be required by a hotel when dealing with a one-off unknown coach company.

From the hotelier's point of view (whether one off private or a larger group) it is obviously more convenient, more reliable, in most cases, and infinitely less costly administratively, to negotiate rates/bookings and payment conditions for some 100-plus tour groups, with one central known contact, than to face the confusion (and yes.. let's face it, potential financial loss) of trying to negotiate with and keep up to date on the sales progress of 100 different operators in as many different regional areas.

Of course, room rates will be higher to take account of all the additional administration.

A wholesaler actually takes on a substantial part of the role of hotelier and operator, acting as mediator between the two, to ensure that each party receives fair value and releasing each from time-consuming and costly marketing/contracting/itinerary planning and research to concentrate on their own respective businesses.

Far from taking huge slices of the "unfortunate" operator's profits, a good wholesaler actually saves them time and money, allowing them to give the maximum part of their day to the essential business of coaching and selling tours.

From a more "personal" point of view, it may interest Marksman to learn that, over the entire 10 years, in which he so bitterly complains of huge wholesaler profit-taking, we have constantly taken on more and more product research, marketing responsibility and liability indemnity on behalf of our clients — without having once, in that time, increased our mark-up margin.

I look forward to his reply... Meanwhile, I am going to sit back and enjoy a glass of the excellent vintage wine, which I was able to purchase at an extremely competitive price, by making a trip to the vineyard, buying in bulk and negotiating with the grower in his native tongue.

Wholesale Woman
Name and address supplied

Why not Stagcoach?

From David Wayman

It's made a few bucks so why not call it Stagcoach, says David Wayman

Good heavens! My gentle bit of fun-poking (all done in the best possible taste) does seem to have touched the raw nerve of a Mr T Bryceland (*CBW*, 23 September).

He mentions Stagecoach having bought some new buses for the west (more strictly south-west) of Scotland.

OK, but so what? Before deregulation there were PTEs, the NBC, the SBG, municipalities and independents which generally seemed to buy much larger proportions of new buses.

What's more, they provided stable and integrated services with proper interchange facilities, through ticketing and suchlike within a regulated and non-competitive framework.

The reference of Glasgow is unfortunate.

Those events let to one of the many unacceptable results of deregulation: wall-to-wall buses, confusion for the public, wasted energy resources, damage to the environment and long-term advantages to no-one. Own goal to a Mr Bryceland.

Returning to the group name, as it's Scottish why not shorten it to Stagcoach? It's made a few bucks, it has plenty of doe and its fares are deer.

David Wayman
Convener
Oldham Transport Users' Forum
Oldham
Lancs

"It would be easier telling Stork from butter!"

Not our words, but a genuine comment from a competitor in 'The PSV Glass Challenge' at Coach & Bus 95.

Most people spent at least 10 minutes trying to differentiate between four pairs of windscreens, each consisting of a PSV Glass part and the equivalent OEM product.

Some entrants took more than half an hour going over them with a fine tooth comb.

One person used a ruler. Another measured the screens with a micrometer.

For our part we played it straight. There were no "hidden catches".

We put our products on display, alongside OE parts, so they could be examined in the minutest detail. A real opportunity to look at OEM and PSV Glass products side by side.

Our competitors have been implying their parts are better quality than ours. We say there is no difference.

Out of 865 comparisons made by entrants, only 48% identified the OE parts. 2% less than the 50% we had expected on an evens-chance basis. Hardly supportive of our competitors' claims. If anything, it went the wrong way for them.

Even though very marginally more judgements thought our products were OE, we do not regard that as justification for extra quality claims for PSV Glass products.

But amazingly, some vistitors to our stand did regard some of our products on display as being better manufactured than the OE parts. They told us so. The odd thing was that some of these people were themselves OEM suppliers.

So what? All our products comply with E43r and so do the OE products.

We say there is no difference.

The real evidence says we're right.

Sunters House
Hillbottom Road
High Wycombe
Bucks HP12 4GJ
Tel: 01494 533131

PSV GLASS

PSV Glass products are the best all-round replacement glazing option available to UK operators. Over 4,600 laminated and toughened glasses covering the vehicles of nearly 50 coachbuilders. Free daily nationwide deliveries from the largest stockist and distributor in Europe. If your company is not yet taking advantage of probably the best service and technical support around, now is the time to think again. PSV Glass products are available on a supply-only basis to operators who fit their own glass, or from Autoglass on a supply-and-fit basis. Clip the coupon to find out more.

PLEASE TICK

We are already a PSV Glass customer, but please keep me posted on all new developments and services: ☐

We are not yet a customer, please send me a credit account application form: ☐

We are interested in discussing the longterm supply of replacement glass for our fleet, please call me: ☐

As well as myself, please keep the following people informed:

1 Name

Title

2 Name

Title

PLEASE USE BLOCK CAPITALS

Name

Title

Company

Group (if app)

Address

Postcode

Telephone Fax

ALEXANDER

Biggest single order for Dublin bus op

ALEXANDERS of Belfast will be building the biggest single order of buses for Ireland's Dublin bus company, Bus Atha Cliath.

But the £4 million order for 70 RH type double-decks on Volvo Olympian chassis is only a part of an IR£10 millon investment in vehicles in the next 12 months as the operator steps up its traffic priority measures and bus shelter installation in the city and suburbs, and converts more of its services to the high-quality, high-frequency City Swift branding which is winning a high number of new passengers.

Of the new order, 48 buses will be equipped with Lazzerini coach-style seating and liveried with the upswept grey, orange and blue flash. The rest will join the city centre fleet. As a result, 70 15-year-old Bombardier buses built in Shannon will go to the scrap-yard.

Bus Atha Cliath is no stranger to Alexander products, now running 250 of their vehicles and unlikely to change its supplier for the foreseeable future.

"We have developed a close working relationship with Alexander's over the years and are particularly impressed by the quality of vehicles which they supply," said chief engineer Shane Doyle.

"The new luxury interior has proved so popular that we have decided to specify more vehicles to that standard."

NEOPLAN

Skyliner home fr

by Mark Williams

THIS former National Express Neoplan Skyliner run by Trathens now has a new life... and a split personality.

The coach is now owned by software magnate Steve Lee, who bought it from Trathens on the understanding they convert it into what is probably the world's biggest, privately-owned motor-home. And after spending £135,000, he had exactly what he wanted.

But given the long gap between holidays for the md of Atlantic Coast plc, the vehicle quickly found a second use as a home-from-home for touring bands. Booked through Trathens' 'band bus' subsidiary Star Rider, the coach has housed, among others, Take That and Terence Trent D'Arby.

It has every convenience. It's air conditioned, with separate 11kw generator, mains and battery lighting, and power points throughout. The upper deck has a 15ft observation lounge (below right, bunk bedroom, shower room and toilet and master bedroom with en suite bathroom.

Downstairs, there's the driver cab/bedroom, lounge diner, which also converts into sleeping accommodation, and a kitchen with gas cooker, microwaves, fridge-freezer and ice machine.

PLAXTON

Beeline's belted Beavers

BEING used almost entirely for school contracts, Beeline's seven Beaver 811D buses have seatbelts throughout.

The Warminster-based, family-run firm is not among school contract operators complaining about the cost and waiting for the legislation to come along. It has reacted to the current demand.

"There is a general concern among most parents about safety and, by having seatbelts on our vehicles we are doing what we can to address that concern," said Beeline (R&R) director Andrew Hayball.

"There's also legislation planned for this time next year, and we thought we would take the lead now."

Five of the buses are already in service, having replaced a number of older coaches which had previously serviced the school contracts. Two further Beavers are due for delivery, this time fitted with coach seats and based on the more powerful 814D chassis-cowl so they can be used on a wider range of duties including private hire.

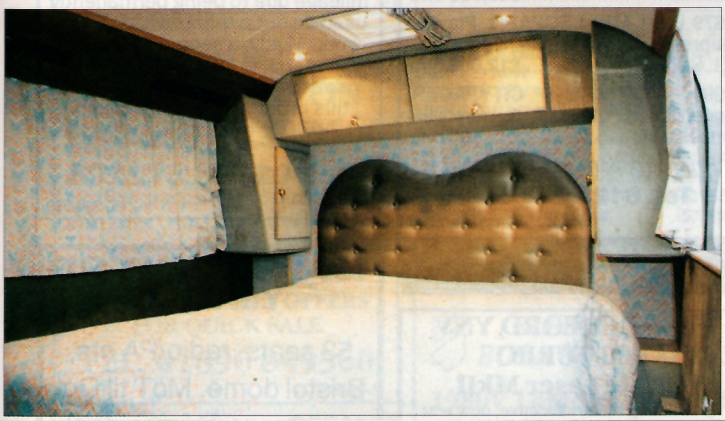
In a fleet of just 22 vehicles, the order is the largest in Beeline's 25-year history.

m home

Computer firm md had coach converted to one of world's biggest motorhomes

And it's not just the accommodation that's high-tech. Mr Lee has also has a closed-circuit TV camera fited to the rear to aid reversing together with a number of other technical refinements.

Trathens has a maintenance contract for the vehicle, and books it to bands through Mr Lee on a simple hire basis.



PLAXTON

Epsom opts for air conditioning on all 96 intake

INCOMING tour work has persuaded Epsom Coaches to add a high-power option of air conditioning to its specification for five new Plaxton Premiere-bodied Dennis Javelins.

"We are finding more and more people requesting air conditioning and decided to specify it on all five of our '96 coaches, regardless of the work they will be doing," said md Andrew Richmond. The award-winning Surrey company, which celebrates its 75th anniversary this year, has taken nine other Javelins in the past two years. It has been impressed with the fuel economy above all else - the 240bhp Javelins turning in an extra 2mpg compared with similar coaches in the fleet.

The latest order is for four on the 290bhp GX chassis and one on the 240bhp standard, both with manual ZF driveline. One has 48 seats, toilet and servery, and was shown at Coach & Bus 95. The remainder are standard 53 seaters.

Another strength of the Javelin/Premiere combination is a massive luggage capacity. CBW

Classified

Tel: 01733 898111 Fax: 01733 62656

CBW Coach and Bus Week

SCANIA DISTRIBUTOR

Scania Coach Sales

1987 SCANIA K112 PLAXTON 3500, 49 R&C, toilet & video £69,950
1987 DAF BOVA FUTURA, 49 R&C, toilet, air con £69,950
1988 SCANIA K112 PLAXTON 3500, 49 R&C, toilet £77,750
1988 SCANIA K112 VAN HOOL ALIZEE, 49 R&C, toilet £79,950

Example: Low start finance deal on '88 K112 Plaxton 3500 over 4 years:
a) – 6 monthly payments of £999.000 followed by 42 monthly payments of £1,685.00 (10.65% APR) **OR**
b) – 2 monthly payments of nil followed by 46 monthly payments of £1,670.00 (10.78% APR)

(55655/VSG)

Contact us for more deals on a selection of secondhand vehicles

Scania Coach Sales Ltd, Claylands Avenue, Worksop, Nottinghamshire S81 7DJ Telephone: (01909) 500822 Facsimile: (01909) 500165

LOOK!

We are now halfway into our special offer of 5x1 box at £30 (usual price £47.50)

Why don't you jump on the bandwagon and join the many other people who have already sold their vehicles this way.

TO TAKE ADVANTAGE OF THIS SUPERB OFFER CALL THE CLASSIFIED TEAM ON

01733 898111

WATCH THIS SPACE FOR THE NEW SPECIAL OFFER STARTING ON 11TH NOVEMBER

ACCESSIBLE TRANSPORT

1983 VOLVO B10M, Duple Caribbean, toilet, galley, fully belted, 44 seats, curtains, radio/pa, courier seat, Telma, ferry lift, continental door, certified for 14 clamped wheelchairs .....**£30,000 ono**

1979 LEYLAND LEOPARD, Plaxton Supreme, 45 seater, Grant door, new P.L.S. lift & test .....**£12,000 ono**

1990 OPTARE CITYPACER, underlift, 25 seats, 9 remove/4 wheelchairs.....**£12,500 ono**

Finance or part exchange possible

Tel. 0121 771 3558

(57382/ACT)

BEDFORD

1986 BEDFORD YNV 500 TURBO
Duple Laser MkII

49 reclining seats, executive, new rear toilet, wired for tv/video, full air suspension, recent brand new gearbox and engine fitted, taxed and tested until 1996, immaculate condition throughout, brand new radio/pa.

£15,000 ono

First to see will buy!

Tel. 0161 368 3325

Ask for Andy

(57381/BE)

RE-STRUCTURE SALE

BEDFORD YRQ, 45 seats, Plaxton, 500 engine, MoT June '96, very reliable.....**£1,500**
BEDFORD YRT, 1975, 53 seats, Dom I, recon engine, MoT end Oct **£1,200**
BEDFORD YMT, 1977, Moseley Continental, 53 seats, super engine, will sell with new MoT test **£1,900**

2 x DOUBLE DECKERS

1976 LEYLAND ATLANTEAN, 79 seats, recon 680 engine, MoT Sept '96 .....**£4,500**
1975 DAIMLER FLEETLINE, 74 seat, superb Gardner engine, MoT Feb '96 .....**£4,500**

R & M COACHES
01726 815050
(Cornwall)

(57376/BE)

BEDFORD PJK, 29 seater Dominant, taxed and tested, good reliable vehicle, **£2,000 + VAT. Tel. 01268 694483.** (57293/BE)

BEDFORD 3 YLQ, 45 seater, Duple coaches, power doors, Bristol dome, very good condition. Also many Bedford spares. **Telephone 0191 5342151 for details.** (57337/BE)

BEDFORD

1987
8.5 mtr, 35 seater
BEDFORD PLAXTON

8.2 litre turbo charged engine, 'E' type semi-reclined seats, low mileage due to being permanently used on our airport division apron work. Must be seen. Substantial amount of Bedford spares to be released with sale of vehicle, as this is our last Bedford coach.

£27,500

Tel. 01928 572108

(57386/BE)

1978 'S' BEDFORD YMT 500

53 seats, radio/PA etc, Bristol dome, MoT til Oct 1996, good tyres, ideal contract vehicle

£4,750 + VAT

Tel:- 01252 624404 (57270/BE)

1977 BEDFORD YMT, 53 seats, 1 year MoT, very good condition, **£2,000 ono. Tel. 01322 223691.** (57365/BE)

BEDFORD, 53 seats, YMT, 1979, Supreme IV, tested Dec '95. Good reliable school bus for sale due to upgrading of fleet. **£4,500 ono. Tel: 01580 240522.** (57069/BE)

1977 BEDFORD YMT, PLAXTON SUPREME, MoT July, clean, tidy, reliable contract motor. **£1,950 + VAT. Tel: 01268 711527.** (57039/BE)

BEDFORD 87 YNV Duple 320, 53 + toilet, Exec, recent new engine fitted, ZF box. **Tel. Blythswood Motors on 0141 221 3165 or 0141 639 6107 anytime.** (57407/BE)

CAN YOU READ THIS.....SELLING YOUR UNWANTED VEHICLE?? Then remember that CBW is the only magazine that is fully requested and PAID FOR (interesting to note that the UK Coach & Bus Industry chooses to pay for CBW despite there being free competitors!). **For how CBW can help you, call Chris on 01733 898111.**

BOVA

BOVA **COACHWORK PARTS & REPAIRS** BOVA

MOSELEY (PCV) LTD

ASKERN ROAD, CARCROFT, DONCASTER DN6 8DE.
Tel: (01302) 330600 · Fax: (01302) 330606

FOR A FAST, EFFICIENT, PROFESSIONAL AND FRIENDLY PARTS & REPAIR SERVICE

CONSULT THE SPECIALISTS

(59519/BOV)

DAF

2 X DAF DOUBLE DECKERS

1988 SBR 3000, PLAXTON 4000, 68/70 Pax seats + courier, toilet, servery, drinks machine, large fridge, wired for tv & video, radio/cassette + PA, well maintained, MoT's March & July 1996.

REDUCED FOR QUICK SALE

£59,950 each + VAT

BAKERS DOLPHIN COACHES
01934 635635

(57284/DAF)

DAF MB200 DKFL PLAXTON PARAMOUNT 3500

49/51 seats, toilet, coffee machine, etc., carpeted, curtains, trims, tinted windows.

£42,000 ono

WE ARE OPEN TO OFFERS FOR QUICK SALE

TEL. 01896 849360

(57129/DAF)

IVECO

2 x 1988 (E Reg) IVECO 4910 Minibuses

Robin Hood bodies, power doors, one has 25 DP seats, other has 19 DP seats, with current MoT

£4,250 each + VAT

(ESSEX BASED)
Contact Mr G Willett
01279 680273

(57380/IVE)

LEYLAND

LEYLAND ATLANTEAN, 1979, fully automatic, full power steering, 74 seats, MoT May '96, in daily use, **£4,750 + VAT + tyres. For further details telephone Stratford 01789 294466.** (57368/LE)

1975 LEYLAND LEOPARD, 11 metre, semi automatic, 53 seater, 12 months MoT, 6 months tax, **£3,000 + VAT. Tel. 0115 964 0965** (57319/LE)

88 LEYLAND SWIFT COACH/PSV, 32 luxury coach seats, or 14 + 8 wheelchairs, power steering, auto, p/x welcome. **Tel. Blythswood Motors on 0141 221 3165 or 0141 639 6107 anytime.** (57409/LE)

FORD

1992 FORD R1114 Duple Dominant IV Telma, twin tanks, taxed, tested, good all round condition, recent engine, **£7,500 ono**

1990 14 Seat, Diesel Transit Minibus Taxed and tested **£7,500**

Part exchange any of above for tidy Double Deck Bus or Heavyweight Coach, cash either way.

Tel:- 01443 439932 or 433714

(57040/FO)

1980 FORD R1114 Dominant II, 53 seater, air door, Telma, radio/pa, new clutch, new diff, new prop etc., mechanically sound, very good interior, ideal contract vehicle, **£3,500 + VAT. Tel. 01992 572409.** (57162/FO)

FORD TAXIBUS. 8 + wheelchair. Also 14, 15 & 16 PSV available now. **Tel: Blythswood Motors 0141 221 3165 or 0141 639 6107 anytime.** (57049/FO)

LEYLAND

FLEETMASTER BUS & COACH SALES

1980V 12 Metre Leopards
Dual purpose Dominant II

57 seats, destination equipment and power doors, two good owners from new.

Choice of four.

MoT Feb/March/April '96.

ONLY £7,250 + VAT

Tel. 01403 276222
Fax. 01403 275888

Many other quality used buses & coaches available

Full list on request

(57356/LE)

LEYLAND TIGER DEL

1983, Paramount 3500, 48 seats, tv, video, toilet, drinks machine, tested Oct '96, reconditioned engine and gearbox

£22,000 + VAT ono

Tel. 01236 754046 or 0374 821197 (mobile)

(57385/LE)

LEYLAND

1986 LEYLAND CUB COMMUNITY LIFT COACH
Wadham Stringer Coachworks
23 seats, tail-lift, air doors, PSV specification, ex-Council.

£4,950

Tel. 0836 769036 01869 246514
Eves 01604 671448

(57373/LE)

LEYLAND LEOPARD

Plaxton Supreme 3, 1976, new seats, destination equipment, power door, MoT & Tax, cherished registration plate

£5,000 + VAT

Tel 01363 775032

(57310/LE)

MERCEDES

1983 MERCEDES 0303

53 seats, Mannheim body, Sutrak air conditioning, MoT mid 1996, V8 Mercedes engine, ZF 6 speed gearbox

£27,500 ono

Call Globe Diesels
Tel. 01962 715707
Fax. 01962 715296

(57323/ME)

MERCEDES 609

24 seats Diptac service bus, destination equipment, 1989, MoT & Tax, good little vehicle, **£15,000 + VAT or lease facilities available.**

Tel: 01363 775032

(57311/ME)

MERCEDES 410 with 16 luxury spec. Immediate delivery, or 410 wheelchair luxury 16 or 5+3 seated. **Tel. Blythswood Motors, Glasgow – 0141 221 3165 or 0141 639 6107 anytime.** (57046/ME)

MERCEDES AVAILABLE NOW. 16 to 33 seats, coach spec, instant delivery, turbo and non turbo, also service buses and **URBAN RANGER** 47 + 27 standees. **Tel: Blythswood Motors 0141 221 3165 or 0141 639 6107 anytime.** (57048/ME)

MERCEDES

C REG MERCEDES 608D

19 seater plus driver, good condition, non-contract vehicle, service history, MoT January 1996.

£6,000 + VAT ono

Tel. 01222 624063

(57360/ME)

1982 MERCEDES 307D, 12 seats, PSV, full service history since 1986, good all round condition, Ministry tested Feb 1996, **£1,750 + VAT. Tel. 01722 743472.** (57295/ME)

MINIS & MIDIS

CARRIAGEWAYS

New Vehicles, all makes supplied
Agents for Autobus Classique
NEW MERCS 16-33 seaters
IMMEDIATE DELIVERY

NEW MERCS 508 D, 20 hi-back seats, lap and diagonal belts, double rear doors **£29,950**
1990 DAF 400 DIESEL, 16 seater, l/roof, factory conversion, seat belts, PSV test Aug '96 ..... **£6,950**
1990 FORD TRANSIT 2.Di diesel, 16 seater, Dormobile, h/b seats, power door, dest blind, racks, test Feb '96 ..... **£10,950**
1989 FORD TRANSIT, 2 litre Di diesel, 16 seater Dormobile, racks, p/door, tested Feb '96 ..... **£9,950**
1989 G REG FORD TRANSIT petrol Dormobile, 16 seater + l/d belts, new conversion, luggage racks, p/doors, test Sept '96 ..... **£9,950**
1988 F REG MERCEDES BENZ 507, Reeve Burgess, 16 seater, tested Aug '96 ..... **£10,250**
1987 E REG TOYOTA OPTIMO, 6 cylinder, 18 seater, lap belts, power door, large boot, test Aug '95 ..... **£13,500**
1987 E REG TOYOTA OPTIMO, 19 seater, lap belts, 4 cylinder, power door, large boot, test Jan '96 ..... **£10,500**
1984 FORD TRANSIT, petrol, Mellor, 16 high moquette seats, test Sept '96 ..... **£3,250**

NON PSV

1990 FORD TRANSIT 100 L, 12 seater, lap belts, MoT **£5,500**
1990 FORD TRANSIT SWB Petrol, 12 seater, tested March '96 ..... **£5,250**
1988 FORD TRANSIT, petrol, SWB, 12 seater, MoT **£3,500**

Tel: (01234) 740057 (Bedford)
or (0831) 372763
FRANK CHANDLER 24 HRS
CHRIS CHANDLER
Tel: (01234) 211026
Vehicles Bought Part Exchange and HP

(57369/MB)

1988 WADHAM STRINGER 40 SEAT COACH

Air doors, PSV specification, Perkins 6354 turbo diesel engine. This vehicle has only covered 18,000 miles, full service history, like new, ex-Authority.

£9,450

Tel. 0836 769036, 01869 246514
Eves 01604 671448

(57372/MB)

'C' REG TRANSIT, 16 seater, 5 standees, 2.5 Di diesel, Dormobile conversion, power door, white exterior, MoT November 1995, good condition, **£1,750 + VAT. Tel. 0161 620 8008.** (57291/MB)

FORD TRANSIT 2.5Di, 1985, new MoT, new all white exterior, bus spec, very good condition, ready to work, **£2,750 + VAT. Tel. 01249 444444.** (57370/MB)

NEW TRANSIT, luxury diesel, 14 PSV with belts, immediate delivery. **Tel. Blythswood Motors, Glasgow, 0141 221 3165 or 0141 639 6107 anytime.** (57047/MB)

Houston Ramm

A SELECTION OF OUR QUALITY STOCK

1990 (G) VW Transporter Turbo diesel 10-seat minicoach, 5-speed manual, grey moquette interior, luggage area, twin passenger doors, individual reading lights, saloon heater, new MoT, **£6,495.**

1988 (E) Iveco 49.10 Dormobile 49.10, 25-seat buses, automatic gearboxes, red/grey striped moquette, long or new MoT's, service histories, choice of several, some with full DipTac, **from £5,295 to £5,695 plus VAT.**

1988 (E) Iveco 49.10 Robin Hood 23 seat bus, automatic gearbox, luggage pen, brown moquette, power doors, new MoT, **£4,995.**

1988 (E) Dodge S56 25-seat buses, automatic gearboxes, Alexander AM-type bodies, power steering, modified transmission with 12 month/12,000 miles warranty, built to customer order from **£5,995.**

1987 (D) Dodge S56 25-seat buses, automatic gearboxes, Alexander or Reeve Burgess bodies, tan patterned or striped moquette, power steering, luggage rack, long or new MoT's, choice from **£4,995.**

1987 (E) Toyota Optimo 19-seat coach, Caetano body, power door, retrimmed and repainted brilliant white, 6 cylinder engine, radio/cassette, armrests, long MoT, outstanding, **£13,995.**

1987 (E) Freight Rover 20-seat bus, Carlyle Mark II body, power door, 5-speed gearbox, beige interior, new MoT, **£3,895.**

1987 (D) Freight Rover 20-seat bus, Dormobile body, luggage pen, power door, 5-speed gearbox, new MoT, **£2,695.**

1986 (D) Dodge S56 23-seat coach, Reeve Burgess body, power door, 5-speed manual gearbox, 6-cylinder Perkins engine, luxury seats, gangway carpet, new MoT, this is an outstanding vehicle, **£5,995.**

1986 (D) Iveco 49.10 19/21 seater coaches, Robin Hood bodywork, beige/multicolour high-back moquette seats, power doors, new MoT's, some with luggage boots, choice from **£4,295.**

1986/7 (C/D) Iveco 49/10 19/21 seater buses, Robin Hood bodywork, manual gearboxes, tan or red interior, new MoT, wide choice available from **£3,995.**

1986/87 (D) Dodge S56 20-seat bus, Northern Counties bodywork, power steering, automatic gearbox, power door, luggage pen, brown interior, new MoT, choice, **£4,195.**

1986 (C/D) Ford Transit DI diesel 16-seat Dormobile/ Alexander/Carlyle conversions, power doors, 4-speed manual gearboxes, new MoT's, beige interiors, choice of several always available, **£3,000 each net including a respray in any one colour.**

1985/6 (B/C/D) Ford Transit DI diesel 16-seat buses, Dormobile bodies, power doors, 4-speed gearboxes, current MoT's, beige/orange seating, a selection available from **£2,495** net.

1983 (Y) Mercedes 508D Reeve Burgess 21-seater coach, excellent condition, long MoT, **£3,995.**

1983 (Y) Mercedes 307D Reeve Burgess 12-seater coach, new MoT, sound coach, **£1,995** (57281/MB)

Royle Works, Royle Road, Rochdale, OL11 3ET
Telephone (01706) 750570 Fax (01706) 750206

Say you saw it in CBW

ERRINGTONS

FOR TOYOTA OPTIMO

NEW TOYOTA OPTIMO III GL, 21 seats, grey interior, finished all white, immediate delivery from stock.

1992 'K' TOYOTA OPTIMO II, 21 seater courier, radio, grey interior, finished all white, new MoT applied for ..... **£32,000 + VAT**

1988 'F' TOYOTA OPTIMO, (6 cyl), GL, 21 seats, red interior, fitted radio, MoT Nov '95, new MoT applied for ..... **£16,950 + VAT**

1987 'E' IVECO 35.8 DIESEL COACHCRAFT, high roof, 12 hi-back moquette coach seats with racks, clean throughout, MoT Nov '95. ..... **OFFERS**

1979 AEC 760, 6 speed ZF Plaxton Supreme IV, 49 Chapman reclining seats, power door, Bristol dome, MoT Feb 96, ready for work ..... **£3,950 + VAT**

For full details and terms

Evington, Leicester LE5 6DQ.

Tel. (0116) 273 0421 Fax. (0116) 273 9372

TOYOTA PARTS AND SERVICE – Contact Bryn Taylor (0116) 259 2131

(57378/MB)

HOLLOWAY COMMERCIALS

RENAULT MASTER DIESEL 17 SEAT LUXCOACH. L reg. High roof & long wheel base model in diamond white with complementing mini-coach interior & trim. Demi backed seats, side low loading door, underfloor luggage store, tints, full soft trim throughout, lighting, sunhatch, three point inertia belts & more. CIF & PSV tested, Outstanding value for money. ***BUY/FINANCE/LEASE***

LDV DAF 400 DIESEL 12 SEAT MINI-COACH. Fitted tail-lift model. L reg. High roof & long wheel base. Beautiful condition throughout with only 18,000 miles from new. Quality conversion by Jubilee Coaches. Full midi style interior with hi-backed seats, side load, (front load conversion at cost), Ratcliffe disabled chair-lift, etc. Peugeot engined. Full CIF & PSV. Super value for money. ***BUY/FINANCE/LEASE***

FORD TRANSIT 12 SEAT L MINIBUS. 2.0 K reg, New generation model in immaculate condition. White with hi-back seats, headrests, belts, power steering, cloth upholstery, semi hi-roof, side loading door, stereo, HRW, step lights, etc. Outstanding value for money. ***BUY/FINANCE/LEASE***

TALBOT EXPRESS DIESEL 15 SEAT MINI-COACH. K reg. High top & long wheel base example in brilliant white. Peugeot engined. Brand new Holloway conversion to our normal high standards inc. complementing soft feel trim, demi back seats, inertia seat belts, side loader, (front load available at cost), full length roof rack (demountable), etc. Full CIF & PSV. ***BUY/FINANCE/LEASE***

LDV DAF 200 DIESEL 9/10 SEAT EXECUTIVE. K reg. Semi high top model with a brand new executive conversion. Diamond white with complementing grey soft trim interior, semi backed seats fitted with inertia belts, stereo, sliding windows, side loading door, 5 speed, rear step & more. Truly excellent condition throughout. No VAT. ***BUY/FINANCE/LEASE***

RENAULT TRAFIC DIESEL 15 SEAT MINIBUS. J reg. LWB & high roof, Holdsworth type model in first class condition with side loading door, 5 spd box, hi-back cloth seats, seat belts, stereo, etc. Terrific value for money. Call for details. ***BUY OR FINANCE***

MERCEDES 308 DIESEL 15 SEAT MINI-COACH. 1992. Long wheel base & side entry model in white. New Holloway conversion to high standards inc. semi back coach seats, inertia reel seat belts, soft interior trim, 5 speed, stereo, side loading door, etc. Full CIF & PSV. Totally first class condition inside & out. ***BUY/FINANCE/LEASE***

IVECO DAILY 49-10 DIESEL MINI-COACH. D reg. LWB & hi-top. Superb example with front load entry. Excellent interior with hi-backed coach seats, extra lighting, soft trim, stereo, 5 speed box, etc. Super value for money. Call for further details. Finance available.

READY FOR IMMEDIATE CONVERSION TO ORDER... 3 x TRANSIT HI-TOPS... 9 x VAUXHALL MIDIS... 5 x MERCEDES 208/308 HI-TOPS... 4 x LDV DAFS.

MANY OTHER MANUFACTURERS MODELS AVAILABLE

REMEMBER – WE HAVE ACTUALLY IN STOCK A LARGE NUMBER OF PREMIUM QUALITY PANEL VANS AVAILABLE FOR EARLY CONVERSION TO YOUR SPECIFICATIONS

MORE AVAILABLE • MORE AVAILABLE • MORE AVAILABLE

ALL FINANCE OPTIONS

ALL IN SHOWROOM CONDITION

Q QUALITY ASSURED

COMPREHENSIVE WARRANTY ON EVERY VEHICLE

ALL VEHICLES SERVICED. WITH PRE DELIVERY INSPECTION. AND 12 MONTHS TEST

VAT APPLICABLE UNLESS OTHERWISE STATED

PART EXCHANGE WELCOME EXISTING FINANCE SETTLED

AA AUTHORISED DEALERSHIP

BUY● FINANCE● LEASE PURCHASE●

WALSALL ROAD ● WILLENHALL ● WEST MIDLANDS ● WV13 2EF

Contact Steven Kearney

☎ 01902 636661

AFTER HOURS: 0374 847699

FAX: 01902 609476

(59979/MB)

Jubilee

Where quality still counts

Ford & Iveco - buy - finance - lease

N 49-10 Turbo D Pullman Executive. 16 pass. + large boot. Lux Coach.

N 49-10 Turbo D Pullman 19 pass. + boot + power door + M2 seats etc.

N Taxi Bus. Full lux hackney spec. 8 pass + wheelchairs + luggage.

N Taxi Bus. Private hire spec. 8 pass + wheelchair + luggage + M2 seats.

L 190 D Hi roof. Lux 14 pass. Lux mini coach. M2 seats/belts etc.

L 190 D Hi roof. Lux 14 pass wheelchair accessible. PLS lift. M2 spec

L Taxi bus. 8 pass exec spec. M2 seats, luggage, wheelchair access

K Taxi bus. Lux front entry. 8 pass. M2 seats and belts etc.

CHOICE

NEW & USED

Jubilee offers by far the widest choice of both New and Used high quality Minis and Midis

SEAT BELTS

M2 TESTED

Jubilee are the industry leaders in 'CERTIFIED' seat and seat belt installations.

Lloyd's Accredited Testing

LDV - buy - finance - lease

N Cruisemaster Exec. 16 pass. M2 full lux coach spec. All lux options.

N Protect Exec spec. 16 pass. front entry safety bus. VIP trim

N Cruisemaster. Lux 16 pass. Lux M2 seats. Front entry. All options

N Cruisemaster AX-S. Lux dual role accessible bus. 16 pass + opt 3 w chairs

N 200 Taxi bus. 8 passengers + wheelchair + luggage. M2 cert seats

L 400 D. 16 passenger. Very low mileage. Factory seat belts. As new

L 400 Turbo Hi Top. 16 pass. Diag restraints. Head rest. PCV spec.

L 200 D Taxi bus. Lux front entry spec. 8 pass + wheelchair access.

L 400 Turbo High Top. 16 pass + wheelchairs. Underslung chair lift. PCV spec.

WHEELCHAIR ACCESSIBLE

We are the experts. Our range of New and used AX-S buses offer true dual role use. Luxury + Access

Renault - buy - finance - lease

N B110 Messenger Lux 16 pass. wheelchair access bus. (8 wheelchairs)

N Master Cruisemaster 15 pass. Exec with rear boot and under floor luggage

N Master AX-S 14 pass. Hidden chairlift. M2 seats/belts. Lux spec.

N Trafic Taxi bus 8 pass. + luggage + wheelchair. Choice of specs

N Master. Lux sitting case ambulance. Lowering air suspension. M2 cert.

N Trafic Hi top. Executive shuttle. 8 seater + wheelchairs + luggage

L Trafic AX-S shuttle. Hi top. Slide out ramp. 11 pass or 3 wheelchairs.

L Master Cruisemater Executive with full underfloor luggager. M2 spec.

FINANCE

£

Our range of finance & lease plans allow you to acquire your ideal vehicle with the minimum of fuss including Part Exc. and NO DEPOSIT

Others - buy - finance - lease

N New Nissan 2.3D. Luxury 7 seater Hackney Bus. Twin side door. P.A.S.

L Mercedes Benz Super luxury 7 seater. Leather trim. Full VIP spec.

L VW Lux taxi bus. 8 seater. M2 spec. Exec trim. wheelchair access

92 Talbot Triaxle. New conversion. Very low mileage. Wheelchair lift

K Nissan 7 seater taxi bus. Low mileage. Lux trim. Rear luggage

Part exchanges to clear

L Toyota Previa 7 seater GL. Mint condition

G Renault Trafic 14 seater. Very tidy. Ex school bus.

SALES HOT LINE 0121 505 2302 5 LINES

AFTER HOURS NUMBER **0973 179235**

127-139 Hill Top .. West Bromwich .. West Mids .. 2mls M5 / M6

FOR SALE

SHERPA

8 seater minibus, 1986, diesel engine, in good condition.

COACH SEATS

Set of 45 seats + drivers seat for Plaxton coach in very good condition.

Tel. 01239 831267

(57377/MB)

FORD TRANSIT 11 SEATERS

DIESEL ENGINES

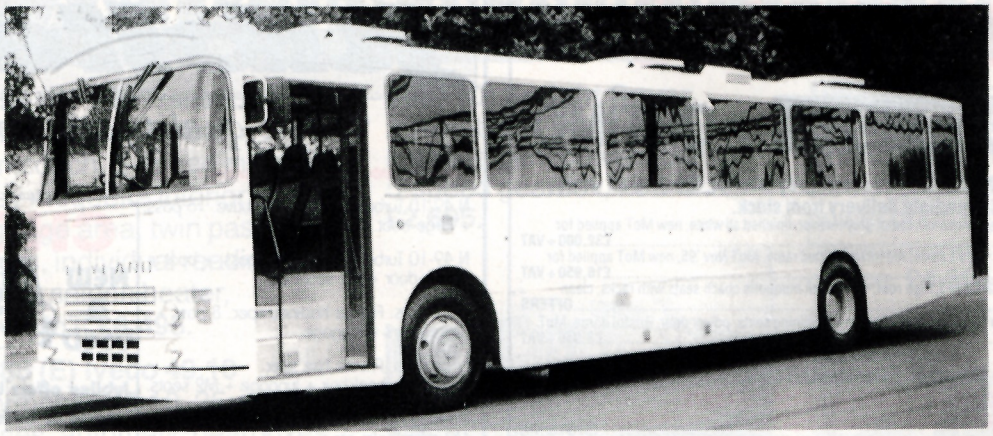
Auto gearboxes, side power doors, luggage compartment. Ex-Airport contract, plain white. 1993 L registered. CHOICE OF 5 Very nice clean buses.

Andy Holliday

01782 598282

Staffs CV, Butest Fenton, Stoke on Trent.

(57402/MB)



Ex M.O.D. LEYLAND TIGER, 54 seat 12 metre service buses, TL II engine, 6 speed ZF gearbox, new leather seats (highback), repainted Highway yellow, Webasto heating system, new limiter, new tacho, PSV tested to Aug '96, choice of three. **POA**

DODGE MARSHALL BODY. 39 seats, Perkins engine, 6 speed, power door, very clean, low mileage, PSV MoT tested, choice of six. **POA**

BEDFORD MARSHALL. 24 seats, 330 engine, 5 speed, power door, very little used, offered at bargain price, choice of 2. **POA**

CHOICE OF 30 EX M.O.D. 39 SEATER DODGE SERVICE BUSES. Perkins engines, 6 speed box, power door, all low mileage, repainted, tacho fitted, suitable for Class 5 or PSV use. **Offered at bargain prices.** Year into service 1984 to 1988.

EASTWOOD COMMERCIAL MOTORS LTD

Tyburn Road, Birmingham (800 yards from Junction 6, M6)

Tel. 0121 328 5959 Fax 0121 327 3800

(57389/MB)

LEYLAND DAF 400 LUXURY 16 SEATS

SAVE OVER £3,000

£17,500 £17,500 £17,500 £17,500 £17,500 £17,500

+ VAT

DO A GREAT DEAL BETTER AT

OLYMPUS

Tel. 0161 273 4259 0860 938969

(57288/MB)

COACH AND BUS WEEK

Classified Deadlines

Booking .....
.....TUESDAY 1600

Bookings requiring Proofs
.....MONDAY 1200

Cancellation .....
.....MONDAY 1200

Gravells

RENAULT

Welsh Mini Bus Centre

NEW VEHICLES FOR

IMMEDIATE DELIVERIES

NEW RENAULT MASTERS, 16 SEAT PSV'S WITH LUGGAGE AND ALSO ACCESSIBLE BUS CONVERSIONS

All makes of vehicles supplied and converted to customers spec
BS5750 Approved

OFFICIAL CONVERTERS TO RENAULT UK

TEL: 01554 891339 FAX: 01554 890135

(51615/MB)

WESTERN COMMERCIAL

NEW STOCK

711 MERCEDES, 29 seats, Alexander, diptac, bus spec

709 MERCEDES PLAXTON, 23/25 seats, bus spec, diptac

USED

1988 MERCEDES 609, 24 seats, coach spec, new test

1994 MERCEDES 208, 12 seater

TRAVELINER, very clean, low mileage

(57005/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH on 0131-333 2001
or EVENINGS 01357 21888

T & L COMMERCIALS MINIBUS SPECIALISTS

L REG TRANSIT, 15 seater, diesel, automatic PSV minibus, cloth trim, seat belts, SLD, as new condition, new PSV test, one owner.

J REG LEYLAND DAF 400, Diesel, LWB Hi-top minibus, SLD, 5 speed, Peugeot engine and gearbox, converted to your requirements with or without tail lift, 37,000 miles only.

H REG TRANSIT 190 HI-TOP, 15 seater minibus, cloth trim, SLD, 5 speed, petrol or diesel, seat belts, with or without tail lift.

G REG TRANSIT 100 LWB, petrol or diesel, 12 seater minibus, SLD, 5 speed, cloth trim, seat belts, with or without fitted tail lift.

G REG TRANSIT, PSV, turbo diesel minibus, cloth trim, seat belts, SLD, 5 speed, PSV tested, COIF, excellent throughout.

G REG RENAULT MASTER T35, diesel, welfare bus, LWB, SLD, fitted tail lift, 14 seater & wheelchair spaces, 69,000 miles, service history, seat belts.

G REG RENAULT MASTER T35, petrol, welfare bus, LWB, SLD, fitted tail lift & wheelchair spaces, low miles, service history, seat belts.

E REG TALBOT WELFARE BUS, petrol Dormobile conversions, 14 seater + wheelchair spaces, fitted tail lift, SLD, 5 speed, seat belts, 55,000 miles, one Council owner.

E REG TALBOT FREEWAYS, 6 wheelers, 14-20 seaters with tail lifts, diesels, power doors, 5 speed, Council owned, choice of 2, seat belts.

D REG TRANSIT 190 DIESEL, 15 seater minibus, fitted with Hendersons underfloor tail lifts, semi hi-roofs, SLD, one Council owner, seat belts, excellent condition, choice of 3.

D REG TRANSIT DORMOBILE, conversion, 12 seater, minibus and wheelchair spaces, fitted tail lift, petrol, one Council owner.

ALL PRICES ARE POA

TEL: 01708 522702 (Day) 01375 891467 (Eve)

10 mins from M25 Dartford Tunnel

(57043/MB)

MINIS & MIDIS

CONCEPT COACHCRAFT

Leyland Daf 400 LWB H/roof PAS Diesel lux h/spec minibus,
16 high back seats on tracking, soft trim, tinted windows, parcel racks, quad vent, rear saloon heater, lowered entrance step, radio cassette + 8 speakers, 4 interior lights with dim facility etc.
Price £18,995 + VAT+RFL.

As above Turbo
Price £19,995+VAT+ RFL.

Merc 410, luxury high spec, 16 forward facing seater minibus, full side skirts.
£24,995 + VAT.

Ford Transit - Luxury 14 seat minibus, power steering, diesel.
£18,995 + VAT.

Tel: 0161-232 0129 (day) 0161-456 9747 (eve-wkd)

NEOPLAN

Trathens

MERC SKYLINERS

Subject to new deliveries before Xmas

1988 E111 KFA auto V10	£79,000
1988 F515 ETA auto V10	£85,900
Includes retrimming & colour of your choice	
1990 G340 KWB manual V10	£99,000
3 x 1990 H201/H202/H203 AOD, manual V8, twin turbo	£109,000 each

Prices allow for part exchange.
All can be fitted with Volvo B12 engines on request (59092/NE)

Supplied with a minimum 9 months MoT painted in your livery.
Contact Mike Trathen or, Dave Trathen or, Roy Anderson on 01752 790565

1992 NEOPLAN CITYLINER
Tri-axle with rear steer, 48 seats, walk in kitchen, Telma, air conditioned, double glazed, videos, toilet, curtains, safe, cruise control, microwave, percolated coffee machine, double courier seat, centre power door, large water tanks, alarm, Tempo 100 and much more...
£149,500 + VAT
PARRYS INTERNATIONAL
Tel. 01922 414576
(57353/NE)

1988 NEOPLAN, 77 seater, Mercedes V10 engine. **Offers. Tel. Blythswood Motors, Glasgow, 0141 221 3165 or 0141 639 6107 anytime.** (57045/NE)

OMNI

1990 OMNI, PSV/wheelchair, power door, fitted 12+ w/chairs, Perkins diesel ZF, could be 16+ w/chairs or 6 seated + 5 wheelchairs, low mileage. **Offers to Blythswood Motors on 0141 221 3165 or 0141 639 6107 anytime.** (57408/OMN)

SETRA

1987 SETRA EXECUTIVE, 49 + toilet + TV model 215 HR Merc V8, low mileage, **offers. Tel. Blythswood Motors, 0141 221 3165 or 0141 739 6107 anytime.** (57050/SET)

SETRA

SETRA 215 HD TORNADO

1993, 49 seater, excellent condition, M.A.N. engine, MoT March '96, mileage 150,000.

£123,000

Fax. 0181 907 2706
(57297/SET)

TOYOTA

1989 TOYOTA OPTIMO I, 18 reclining seats, one table, fridge, drinks, wired for video, TV, MoT 10/96, engine recently overhauled. **£17,000. Tel: 01555 840249.** (57367/TO)

VOLVO

VALE OF LLANGOLLEN TRAVEL, WREXHAM, N. WALES

VOLVO B10M/PLAXTON PARAMOUNT 3500

57 seats/demountable toilet & 49 seats, superb condition, used only on UK tours and private hire, owned by us from new.

£57,950 ono

Tel. 01978 810070/1/2
(57257/VO)

1985 VOLVO B10M PLAXTON PARAMOUNT 3500

49 recliners, centre demountable toilet , drinks machine, video with 16" monitor, double glazed, above average condition for age.

£42,000 ovno

Tel. 01286 660208
(57041/VO)

SCANIA

NEW SCANIA L113 SERVICE BUSES
NEW SCANIA K113 VAN HOOL ALIZEE, 49/53 R. seats
NEW SCANIA K113 CENTURY, 49 R. seats, air con

WE WILL BE DELIGHTED TO MEET ALL SCOTTISH OPERATORS ON THE SCANIA STAND, A14, AT COACH & BUS '95

Reliable Vehicles Limited
SCANIA SCOTTISH DISTRIBUTORS
TELEPHONE: 0131-333 2362
FAX: 0131-335 3158 (57033/SC)

VOLVO

B10M, 1989 VOLVO MkII, chassis rebodied by Van Hool January '93 with Alizee super high bodies, 48 r seats + courier, partition to toilet and servery, complete with fridge and water boiler, video monitor, radio/pa/tape, curtains and carpets, continental door, choice of 3 ..... **£95,000 each + VAT**

B10M, 1993 VAN HOOL ALIZEE H, low drive, 51 r seats + courier, toilet to o/side & continental door, fridge and water boiler, video monitor, radio/pa/tape, curtains and carpets ..... **SOLD** **£120,000 + VAT**

B10M, 1990 VAN HOOL ALIZEE H, 48 r seats + courier, partition to toilet and servery complete with fridge, water boiler, continental door, video/tv, radio/pa/tape, carpets and curtains ..... **£85,000 + VAT**

1994 B6R CAETANO, 34 r seats + courier, curtains, carpet to entrance and aisle, radio/pa/tape, power door, continental door, proper little coach, MoT February '96 ..... **£72,500 + VAT**

These vehicles are in superb condition, used only on UK tours

ALEXANDER TRAVEL
Tel. 0141 956 5678/3636
(57388/VO)

FOR SALE DUE TO FLEET REPLACEMENT

VOLVO B10M, 1986, JONCKHEERE P599, 51 recliners, courier seat, wc, hot water boiler, wired for video, Webasto, 12 months MoT .. **£53,000 + VAT**

VOLVO B10M, 1987, PLAXTON 3200, 53 recliners, courier seat, Webasto, Telma, MoT to 4/96 ..... **£48,000 + VAT**

VOLVO B10MT, 1988, PLAXTON RS4000, 65 recliners, twin courier seat, wc, video, hot water boiler, fridge, Webasto, Telma, double glazing, MoT to 3/96 ..... **£72,500 + VAT**

Contact Berrys Coaches
(01823) 331356
(57374/VO)

1964 B6R CAETANO
34R/S + courier, curtains, carpet to entrance and aisle, radio/pa tape, power door, continental door, proper little coach, MoT February '96
£72,500 + VAT
57 seater B10M/Tiger, possible part exchange
Tel: 0141 956 5678/3636
(57379/VO)

1989 PP VOLVO B10M, Plaxton 3500, 53 recliners, all white exterior, grey interior, new MoT, immaculate condition ..... **£68,000 + VAT**

1985 VOLVO B10M, Jonckheere Jubilee, 51 recliners, all white exterior, grey interior, new MoT, immaculate condition ..... **£39,000 + VAT**

1979 VOLVO B58, Plaxton Supreme IV, 53 recliners, maroon and white exterior, grey interior, MoT 14/3/96, very good condition ..... **£9,000 + VAT**

Tel. 01680 812313 (Scotland)
(57358/VO)

VOLVO B10M, 1983 Caribbean, 51 recliners, continental doors, double glazed, Telma, Eberspacher heater, in very good condition, owned by us for last seven years, **£27,500 + VAT ono. Tel. 01902 633754.** (57352/VO)

Say you saw it in CBW

VOLVO

1993 VOLVO B10M Plaxton Excalibur

Telma, Webasto, 49/51 recliners, grey interior, rack lockers, adjustable foot rests, fully carpeted, tinted double glazing, full draw curtains and sun blinds, sunken toilet, servery, hot drinks machine and fridge, meal trays and cup holders and glove nets to all seats, tv/video, stereo radio, pa, crew seat, Cont. door, large through lockers.

ONLY USED ON TOURS AND PRIVATE HIRE

Immaculate – must be seen

£119,950 + VAT

Flights Coach Travel Ltd, Birmingham

Contact Geoff Flight

0121 322 2222

(57146/VO)

VEHICLE SALES MISCELLANEOUS

1989 VOLVO B10M PLAXTON 3500

49/53 recliners, centre toilet + hot drinks, video/pa, pannier lockers, 12 months MoT.

£72,000 + VAT

1978 LEOPARD SUPREME IV

57 retrimmed, recon engine 5/95, semi-auto, good condition.

£7,500 + VAT

DE LUXE COACHES

Tel. 01827 712287

(57363/VSM)

OVER 6,500 WAYS to make money. Thats how many top decision makers in the coach and bus industry PAY to receive Coach and Bus Week. For more details ring (01733) 63100 NOW.

VEHICLE SALES MISCELLANEOUS

Martins of Cheshire Ltd
Used Bus and Coach Distributors
Warrington Road, Weaverham, Cheshire CW8 3PX.
Tel: 01606 853298 Fax: 01606 854679

Located about 4 miles off M56, Jnct 10, A49

1979 LEYLAND NATIONAL, Leyland 510, 10.3 metre. Only one remaining. New test. In white.
1975 LEYLAND AN68, 73 seats, Park Royal body, choice of 2, very clean.
1979 LEYLAND LEOPARD, Plaxton Supreme, express doors, 53 seats.
1977 LEYLAND LEOPARD, Duple Dominant II, express doors, 53 seats.
1986 LEYLAND SHERPA, Carlyle body, 16 seats, very clean.
1987 VW OPTARE CITYPACER, 25 seats, service spec, rec painted white, good MoT.
1985 FORD TRANSIT, 16 seater, Dormobile body.

DUE IN: DODGE/ N.COUNTIES BODY, 20 SEATS

FINANCE AVAILABLE SUBJECT TO STATUS.
Phone now for more details and ask for Phil on:
Day 01606 853298 Night 01606 836595 Mobile 0836 346277

(57030/VSM)

JONES MOTORS t/a SHAMROCK COACHES

LOCAL SERVICES • EXCURSIONS • PRIVATE HIRE • CONTRACT • TOURS • ON CALL 24 HOURS

CAR & COMMERCIAL MAINTENANCE, STEAM CLEANING AND ROLLING ROAD FACILITIES AVAILABLE

34 Taff Street • Pontypridd • Mid Glamorgan • CF37 4TR
Telephone (01443) 409966
51 High Street • Newport • Gwent NP9 1GB
Telephone (01633) 251917 (2 lines)
Unit 3a • Dowlais Industrial Estate • Merthyr Tydfil • Mid Glamorgan • CF48 2SR
Telephone (01685) 387120

24 hour Assist Line	Pontypridd Fax:	Newport Fax:	Merthyr Tydfil Fax:	Depot Stores:
(01443) 790220	(01443) 403378	(01633) 256822	(01685) 387120	(01443) 741213

VEHICLES FOR SALE

MAKE	REGISTRATION	YEAR	SEATS	PRICE
LEYLAND SHERPA	G31 HDW	1989	20	£5,000
LEYLAND SHERPA	G33 HDW	1989	20	£5,000
LEYLAND SHERPA	G34 HDW	1989	20	£5,000
LEYLAND SHERPA	G38 HDW	1989	20	£5,000
LEYLAND SHERPA	G39 HDW	1989	20	£5,000
LEYLAND SHERPA	F210 AKG	1988	20	£4,000
IVECO	E699 GNH	1987	24	£5,000
METRORIDER	E791 SKM	1987	25	£6,000
MERCEDES BENZ 608	C141 JTA	1985	20	£5,750
MERCEDES BENZ 608	C327 UFP	1985	20	£5,750
MERCEDES BENZ 608	C328 UFP	1985	20	£5,750
MERCEDES BENZ 608	C330 MLG	1985	20	£5,750
MERCEDES BENZ 608	C331 MLG	1985	20	£5,750
MERCEDES BENZ 608	D985 ARE	1985	20	£6,250
MERCEDES BENZ 608	D986 ARE	1985	20	£6,250
MERCEDES BENZ 608	D987 ARE	1985	20	£6,250
MERCEDES BENZ 608	D989 ARE	1985	20	£6,250
ISUZU SHERPA	G32 HDW	1989	20	£6,750
ISUZU SHERPA	G37 HDW	1989	20	£6,750
ISUZU SHERPA	G40 HDW	1989	20	£6,750

Due to the arrival of new vehicles mid-November, no reasonable offers refused.

(57359/VSM)

VEHICLE SALES MISCELLANEOUS

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty or 200,000 kilometres

NEW MERCEDES 711 TURBO, coachbuilt, 25 lux, p/door, large boot, **STOCK.**

NEW MERCEDES URBANRANGER service or dual purpose, 47+23 + pen, **STOCK.**

NEW MERCEDES 709, coachbuilt, 29 + 8 standees, p/d, dip tac, **7 DAYS.**

NEW MERCEDES 709, wheelchair/PSV, 27 + tail lift, dip tac, p/door, or coach seats, **EARLY.**

NEW MERCEDES 811, diesel, extended coachbuilt, 33 service or semi coach seats, standees, DipTac, wide passage, auto, Allison or manual, also Telma, **EARLY.**

NEW MERCEDES 814 diesel, extended coach built, luxury coach spec, power swivel door, large boot, racks, 33 coach seats. **STOCK.**

NEW MERCEDES 711 Turbo, 24 lux, boot, power swivel door. **STOCK.**

NEW MERCEDES 609D, 24 seats, full spec, boot, power door, lug rack, radio cassette, Also 26 manual door. **STOCK.**

NEW MERCEDES 410, 16 high back face forward seats, **STOCK. Also wheelchair model. STOCK.**

NEW TRANSIT 15, diesel psv.
NEW TRANSIT 14, diesel, psv, **STOCK.**

NEW TRANSIT, diesel, 8 seat Taxibus wheelchair, **STOCK.**

NEW DAF 16/20, p/door, tail lift. **STOCK.**
NEW DAF 400, 16 PSV, high spec, turbo, **STOCK.**
NEW DAF 16, high roof, PSV red, **STOCK.**
MAZDA, 14 diesel, PSV, white, **STOCK.**

NEW DAF SERVICE BUS, 20 + 3 standees, also welfare, p/doors. **STOCK.**

NEW RENAULT TURBO, 16, p/door, luggage, **STOCK.**

WHEELCHAIR/PSV IN STOCK

NEW TRANSIT 15/5 w/chairs and t/lift.
NEW MERC 410 16/5 w/chairs and t/lift. **STOCK.**
NEW MERC 709, w/chair/PSV, 27 + t/lift, diptac, p/door, or coach seats, **EARLY.**
NEW LEYLAND DAF 16/20, 7 w/chairs, power door, **STOCK.**
TRANSIT 8 SEAT TAXIBUS, 1 w/chair, **STOCK.**

ALL OPEN TO REASONABLE OFFERS

95 MERCEDES 711, 24 coach spec.
94 RENAULT MASTER, 16, p/door, turbo, 13,000 miles only.
94 TRANSIT 16, high roof, psv.
94 M LEYLAND DAF 16, low roof, belts, low mile.
93 MAZDA, 14 PSV, delivery mileage only.
93 TRI-AXLE, 18 + 8 standees, PSV.
92 TRANSIT 16 DIESEL, PSV, belts.
92 LEYLAND DAF, 12 diesel, 10,000 miles only.
91 LEYLAND DAF, 16 luxury, PSV
91 MERC 709, 29 seats, service bus, tested.

91 MERCEDES 609, 24 coach spec, p/door.

90 OMNI 12 plus standees/wheelchairs. PSV, Dial-a-ride, Perkins and p/door.

90 TRANSIT LWB,12 seat diesel PSV.
90 MERCEDES 709, 25 coach, coach spec, p/door, coach built.
90 H TRANSIT, 16 diesel PSV.
90 MERCEDES 408, 16, coach spec, FF.
89 TRANSIT, 20 p/door, coach seats.
89 CITROEN 14, diesel, PSV.

89 CHARISMA 0303 MERC 49 exec.

89 TRANSIT, diesel, 14, PSV tested.

89 MERCEDES 208, 12 seat, diesel.

88 NEOPLAN, 77 seater, Merc V10 engine, ZF manual.

88 LEYLAND SWIFT, 32 coach + wheelchair lift.
88 TRANSIT, 14 diesel, PSV.
88 MERCEDES 609, coach spec, 21 seats.

88 VOLVO B10 DUPLE 320, 57 seats.

88 MERC 23, coach spec.
88 TRANSIT 12, diesel, psv, swb.
88 MERC 609, coach spec, 23 seats.
88 TRANSIT, diesel, 11 psv, swb.
88 F MERCEDES 709, 21 seat, coach spec.
88 FREIGHT ROVER, 16, diesel, PSV coach spec.
88 TRANSIT 12, petrol, tested.

87 BEDFORD YNV, 53, toilet, air suspension, new engine.

87 SETRA, 49 exec, toilet, Merc V8, 215 HR.

87 VOLVO B10 PLAXTON 3500, 49/53, toilet.

87 IVECO, 8 seats + 3 wheelchairs + lift.
87 IVECO SERVICE BUS, 5 speed, 19 + standees.
87 MERCEDES 609, 23 seat, coach spec.
87 TALBOT 14, diesel psv, no test.
87 RENAULT DODGE, Man, service, Alexander 23.
87 IVECO, high top, diesel, 9+4 w/chairs.
86 IVECO, service, 19 + standees.
86 RENAULT DODGE, service bus auto, 25.
86 VOLVO PLAXTON, 32, 53 seats, tested.

86 LEYLAND CUB, 33 + standees, service bus, auto + Telma.

86 VOLVO B9 PLAXTON, 30 + standees and boot. PSV, side seats, centre door.

85 C SETRA EXEC, new test, 49 or 53, toilet.

85 MERC 608D, 23 coach seats, tested.

84 DAF JONCKHEERE, retrimmed 49, toilet, exec.

84 MAN ASTRON twin deck, 61 seat exec.

83 RENAULT DODGE, 21 coach back seats.
83 DODGE R BURGESS, diesel, auto, 17F door.

83 VOLVO JONCKHEERE, toilet, TV.

82 DENNIS PERKINS, auto, Alexander service bus, 50 + standees.
82 BEDFORD PLAXTON 29, p.door.
81 LEOPARD EXPRESS, coach seats, tested.
81 BEDFORD, 53 Duple testing.
80 BEDFORD, 53 coach, tested.
80 BEDFORD, 36 seat, Marshall service.
80 FORD, 35 seat Duple II.
79 FORD, 35 seat, Duple II, Turbo 6 speed.
79 FORD, 31 seat, Duple II, Turbo 6 speed.
78 VOLVO PLAXTON, 53 s/auto.
78 LEYLAND LEOPARD EXPRESS, 53 seats.
78 SEDDON GARDNER ALEXANDER, manual box.
77 LEYLAND PLAXTON, coach spec, 53, new test.

(57004/VSG)

WANTED FOR CASH – MINIBUSES & MIDIBUSES –
ALL MAKES & SIZES. IMMEDIATE HP SETTLEMENT
Tel. 0141 221 3165 or 0141 639 6107 Eves.
Fax. 0141 221 3172
OPEN 6 DAYS INCLUDING SATURDAY

CENTRAL

HEREFORD & WORCESTER
WHERE QUALITY COMES AS STANDARD

NEW AUTOBUS MERCEDES AVAILABLE QUALITY AND RELIABILITY

MERCEDES BENZ 410D, 16 seat luxury .....IMMEDIATE
MERCEDES BENZ 711, 24 seat luxury + boot .....NOVEMBER
MERCEDES BENZ 814 – NOUVELLE COACHBUILT
PLEASE TELEPHONE FOR LATEST AVAILABILITY

QUALITY, PRE-OWNED VEHICLES CLEAN INSPECTION FACILITIES READILY AVAILABLE

1990 (G) MERCEDES 609D, 26 seats, coach conversion, manual door. MoT October 1996.

1990 (G) DENNIS JAVELIN DUPLE 320, 53 reclining seats plus crew, rear sunken toilet, continental door. MoT February 1996.

1988 VOLVO B10M, Van Hool Alizee, 50 reclining seats, rear continental door, toilet, servery with fridge and hot water boiler, brown interior. MoT June 1996.

1986 VOLVO B10M, Van Hool Alizee, 53 reclining seats plus courier, Telma, double glazed, blinds. MoT June 1996.

1986 (C) FORD TRANSIT, 100 Asquith Mascot 4 speed overdrive, 9 seats, luxury trim. MoT May 1996.

1983 (PP) TIGER 245, S.Auto, Plaxton 3500, 51 reclining seats, rear continental door. MoT October 1996.

1980 (PP) LEOPARD S/AUTO DUPLE DOM II, 53 seats, power door. MoT April 1996.

1980 (PP) VOLVO B58 DUPLE DOM II, power door, 57 seats, 12 metre. MoT March 1996.

1980 (W) VOLVO B58 PLAXTON SUPREME IV, 11 metre, power door, 53 seats. MoT December 1995

1980 (V) LEYLAND FLEETLINE, low bridge, single door, 75 seats. MoT April 1996

1979 (T) BRISTOL LHS PLAXTON SUPREME III, 35 Moquette low back seats, power steering, power door. MoT New

Please contact: **Malcolm J. Watkins**
Colin P. Bowcott
Central Bus and Coach Distributors Limited,
Fromes Hill Services, Fromes Hill, Hereford & Worcester HR8 1HT
Junction 7 of M5 on the A4103
Tel: (01531) 640026 Fax: (01531) 640027

CHASSIS MAKE	CHASSIS TYPE	FIRST REG	BODY MAKE	SEATING CAPACITY	MOT EXPIRY	SALE PRICE
Mercedes	507D	11/87	Scott	19	24/10/95	£4,500
Ley/DAF	400	2/90	Leyland	16	11/12/95	£4,500
Talbot	Express	1/90	Dormobile	14	19/11/95	£4,500
Ford	Transit	3/89	Ford	14	07/12/95	£3,500
Ford	Transit	5/88	Ford	14	24/05/96	£3,500
Mercedes	307D	11/84	Mercedes	12	13/11/95	£3,500
Mercedes	608D	3/86	Mercedes	25	12/02/96	£5,500
Mercedes	307D	4/84	Mercedes	12	06/04/96	£3,000

All the above vehicles are white in colour and are available for immediate sale
For more information/viewing contact Karen Lawson
Tel. 01224 591381
(57384/VSM)

SETTING HIGHER STANDARDS OF LUXURY!

TWO AVAILABLE FOR IMMEDIATE DELIVERY

EXECUTIVE MINI 814L COACH

EXECUTIVE 609D MINI COACH

OPTIONS	814L UP TO 35 SEATS	609D UP TO 26 SEATS	OPTIONS	814L UP TO 35 SEATS	609D UP TO 26 SEATS
Manual Door	✘	✔	P.A. System	✔	✔
Power Door	✔	✔	Seat Belts	✔	✔
Forced Air or	✔	✔	Courier Seat	✔	✔
Air Conditioning	✔	✘	TV/Video	✔	✔
Air Suspension	✔	✔	Toilet/Washroom	✔	✔
Large Luggage Area	✔	✘	Servery	✔	✔
Auto Transmission	✔	✔	Tables	✔	✔

ATTRACTIVE FINANCE PACKAGES & PART EXCHANGE DEALS AVAILABLE.

REPTON

(57421/VSM)

Tel: 01895 812238 or 0374 725472

WILSONS COACHES LTD

1990 VOLVO B10M VAN HOOL, 53 reclining seats with rear sunken toilet, drinks, double glazed, wired for video, TV, MoT's 10/96. Three off.....**£85,000**

1989 VOLVO B10M VAN HOOL, super high, 51/53 reclining seats, centre sunken toilet, wired for TV and video, MoT 3/96.....**£80,000**

1988 F VOLVO B10M VAN HOOL, 52 reclining seats, rear floor toilet, wired for TV, video, MoT 1/96.....**£70,000**

1986 VOLVO B10M VAN HOOL, 52 reclining seats, rear floor toilet, wired for TV, video, MoT 10/96.....**£50,000**

1984 VOLVO B10M GLT JONCKHEERE P90, 59 seats, fridge, drinks, toilet, retrimmed, engine and gearbox overhauled, wired for TV and video, MoT 3/96.....**£33,000**

Tel: 01555 840249

(57366/VSM)

VEHICLES FOR SALE

MERCEDES 307, 1982, tail-lift **£1,750 + VAT**

MERCEDES 307D, 1987, 12 seater **£5,200 + VAT**

FORD TRANSIT 2.4D, 1984, 12 seater **£1,250 + VAT**

FORD TRANSIT 2.5Di, 1986, 16 seater **£1,750 + VAT**

FORD TRANSIT 2.5Di, 1990, 16 seater **£9,950 + VAT**

Tel. Coombs Travel
Weston Super Mare
01934 632612

(57387/VSM)

AEC 760, 1975, Plaxton, 57 seats, air door, MoT March 1996 ....**£2,500 + VAT**

AEC 691, 1972, 12 mtr Alexander, 53 seats, express doors, MoT Sept 1996, with body and chassis spares ....**£2,250 + VAT**

BEDFORD YMT, 1977, Plaxton, 53 seats, MoT May 1996 .....**£2,250 + VAT**

Tel.
01865 241444

(57357/VSM)

Coach and Bus Week

The market leading magazine that's tailor made to make your business to grow.
There's no better alternative
Tel. 01733 63100 NOW

You've seen the advert, but do you know the company?

WHO ARE YOU? WHERE ARE YOU? WHAT DO YOU DO?

You may know, but does the coach and bus industry? Whether you are a new or changing company, or just want to raise awareness of your services, '**COMPANY PROFILES**' is the ideal opportunity to put across your view.

'**COMPANY PROFILES**' FEATURES

Full benefits of 6,500 CBW readers giving you the best chance of the best profit.

Mono, spot or full colour to promote your company and products to their true standard.

Your design, your pictures, your view.

RATES:

Mono 100x94mm £250
Colour 100x94mm £350
Mono 205x94mm £500
Colour 205x94mm £700
Mono 100x194mm £500
Colour 100x194mm £700

COMPANY PROFILES
You've seen the advert, but do you know the company?
ONE STOP STOP BUS SHOP
BUSCRAFT
A vibrant and innovative new name embodying all the best traditions of British coachbuilding.
One of Britain's leading suppliers of new and reconditioned gearboxes, differentials, engines and propshafts for all makes of trucks, bus and van.
"Happy to Help!"
UK DIESEL ENGINEERING LTD
01703 652288
EUROMOTIVE (KENT) LIMITED
ACCESSIBLE AND MINIBUS CONVERTERS
TO TAKE ADVANTAGE OF THIS FEATURE CALL CHRIS OR JULIA ON 01733 898111

TO TAKE ADVANTAGE OF THIS FEATURE, CALL CHRIS OR JULIA ON 01733 898111

01733 898111 Products and Services

VEHICLE SALES MISCELLANEOUS

AD COACH SALES

- **1989 IVECO CAETANO ALGARVE,** 24 str, full Exec
- **1989 DENNIS JAVELIN,** 51 str, toilet, Telma, etc.
- **1979 BEDFORD DUPLE** 53 str
- **1987 SHERPA** 20 str x 2
- **F REG TOYOTA OPTIMO,** 21 seater, TV/video etc.
- **1990 LEYLAND DAF 400,** 16 seater.
- **1983 MB200 PLAXTON PARAMOUNT,** 53 str
- **1978 BEDFORD,** 55 str service bus
- **1978 BEDFORD YMT PLAXTON,** 53 str (Cummins engine)

NEW PLAXTON BEAVERS AVAILABLE NOW!!!
TELEPHONE: 01884 860767/860711 OR MOBILE 0836 345304 DAY OR NIGHT
WANTED FOR CASH – YOUR SURPLUS VEHICLES
AD COACH SALES
NEWBRIDGE COACH DEPOT, WITHERIDGE, DEVON EX16 8PY
(57031/VSM)

DAF ALGARVE, 1984 'A' reg, 49 seater + toilet, MoT July 1996 ..... **£27,000**

BEDFORD 500 YMT, 1980, 'V' reg, new engine, MoT Feb '96 .... **£5,000**

All vehicles are fully serviced and in excellent condition

Tel. 01536 407407 or 01536 761010
(57364/VSM)

✆

PHONE FREE

To sell your Coach or Bus, simply call freephone number **0800 581885**

The call will cost you nothing on

MONDAY AND TUESDAY ONLY.

AUDIO & VIDEO

PSV PRODUCTS

WE ARE PLEASED TO ANNOUNCE WE CAN NOW OFFER AN EVEN BETTER SERVICE TO THE COACH & BUS INDUSTRY

Supplying

Televisions	from £250
Monitors	from £475
Budget Priced Mini PA Systems with Pullout Facility (Inc. Mic + Dropper)	from £195
Radiomobile PA System inc mic	£325
Microphones	from £25
Drink Machines	from £285
Video Players	£200

We install all the above equipment at your place or ours. Plus toilets, fridges and servery installations undertaken

Stockists of

Fire Extinguishers, First Aid Kits, Gas Struts, School Signs, Emergency Hammers, Budget Locks

Tel: 0161 707 3202
24 hours

Blaupunkt Exchange Service Available

ACR 950 Tape decks	£130
Oslo Radios	£60
Amplifier & base plates	£50
Microphone leads	£15

WE NOW HAVE ALL THESE UNITS IN STOCK FOR IMMEDIATE EXCHANGE
(57406/AUD)

BUSINESS FOR SALE

NORTH OF ENGLAND BUS & COACH OPERATOR FOR SALE

Due to owners illness. Turnover £1.7 million, profits £300,000. All offers considered.

All enquiries to
Box No. 59985, Coach & Bus Week, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
(59985/BFS)

CABLES & CONTROLS

CABLES & CONTROLS

Gear Change and Throttle Cables made to OEM specification.

Sameday. No surcharge.

For further Info Contact Jim or Terry at Cable-Tec on 01623 440398
(57915/CAB)

ACCESSORIES

PORTA BLUE LTD
Suppliers of chemical toilet fluid, sachets and traffic film remover to the coach industry.
01695 559314
Call for further information
(57939/ACC)

CONSULTANCY DIRECTORY

FUEL DUTY REBATE
Collation and audit service and also for the concessionary fares
Call Adrian
Tel or Fax: (01633) 441491
Mobile: 0585 874860
(57914/CDI)

EMISSIONS

HEAVY SMOKERS BEWARE!
Can you really afford to be taken off the road and risk a £5,000 fine!
Minimise the risk!
Tel. 01204 592077
Hamer Environmental Leisure Products
(57405/EMI)

LEISURE PRODUCTS

BINGO ON THE MOVE
With remote control, tickets, 10-28v DC plus mains adaptor for Hotel use.
Tel. 01204 592077
HAMER ENVIRONMENTAL LEISURE PRODUCTS
(57404/LEI)

FINANCE

FINANCE FOR NEW OR USED VEHICLES
We have DIRECT lines into major finance houses for:
● *HIRE PURCHASE* ● *REFINANCE*
● *LEASE PURCHASE* ● *LEASING*
for further details:
Tel: **01274 392692**
WELCOME FINANCIAL SERVICES LIMITED
(COMMERCIAL DIVISION) 55 GODWIN STREET, BRADFORD.
Licensed credit brokers. Written quotations available on request. Subject to status.

FINANCE

THE COACH & BUS FINANCE SPECIALISTS

HANSAR FINANCE LIMITED

★ Finance Available New or Used Vehicles
★ Flexible Periods and Deposits
★ Fast Decisions ★ Credit Lines Arranged
★ Lease, Hire Purchase, Lease Purchase

FOR QUOTATION OR INDEPENDENT ADVICE CONTACT TERRY CROSS OR RON TELFORD
Tel: 0161-488 4000
Fax: 0161 488 4567

Bridgeway House, Mellor Road, Cheadle Hulme, Cheshire SK8 5AU

cpt associate member

(56274/S/FIN)

IBFC Coach Finance Specialists

Second Floor, 35 Market Street, Tamworth, Staffordshire B79 7LR
Telephone (01827) 63674
Fax (01827) 63798

For **all** your coach and bus ***finance*** requirements – talk to the ***experts***. At IBFC, we understand your business and have your finance solution.
Whether you want a decisive and competitive quotation or simply need to chat through ideas – we are keen to hear from you.
We are looking forward to the 1996 season – let us help ***you*** to!
Ring **John** or **Les** on **01827 63674**

(57271/FIN)

INSURANCE

COACH, MINIBUS & BUS INSURANCE
Fleet and single vehicle operators, Continental extensions
CONTACT:
LAWRIE INSURANCE CONSULTANTS LTD,
7 Cray Buildings, Footscray High Street, Sidcup, Kent DA14 5HL
Tel: 0181 302 7521/7522

(57913/INS)

FUEL SERVICES

Fuel Duty Rebate

Computer System

Save time and perform this task quickly and accurately

- Timetable production
- Route changes
- School & bank holidays
- Dropped & duplicated mileage
- Fuel issue recording
- Easy to alter & Recalculate

FREE DEMONSTRATION DISK
Shows you just how easy it is

AKM Techservices
Scope House, Weston Road, Crewe.
Tel: 01270 250829 Fax: 01270 582506

(57420/FS)

LEGAL SERVICES

DAVID WAGSTAFF
& CO
Solicitors

EMPLOYMENT LAWYERS

For many years we have been acting for major bus clients in relation to collective and individual trade disputes, business re-organisations and large scale redundancies.
We defend claims of unfair dismissal, race and sex discrimination, unlawful deductions and breach of contract.

We can offer you:

- Extensive experience and knowledge of the bus industry
- A proven record of very high success rates
- Our in-house advocacy expertise
- Rates that are negotiable and always competitive
- Approachable lawyers who won't baffle you with legal jargon.

Call us now for an informal discussion on:
Tel. 0181 514 7080 Fax. 0181 514 6878
David Wagstaff & Co, Solicitors,
Treviot House, 186-192 High Road, Ilford, Essex IG1 1LR

(59760/LS)

RTLB
ROAD TRANSPORT LAW BUREAU
A specialist service at low cost for all aspects of Transport Business Law and Operator Licensing.
Contact Martin Arthur
Sheraton House, Castle Park, Cambridge CB3 0AX
Tel: (01223) 462244 Fax: (01223) 460178

(57904/LS)

ENGINES

SANDWELL POWER PRODUCTS LIMITED

Remanufactured Engine Specialist for PSV application from stock

Bedford • Cummins • Ford • Freight Rover • Iveco
Leyland • Mercedes

DIRECT SALES LINE 0121 521 2121

(56784/P/EN)

PROPSHAFTS

stateline

PROPSHAFTS EXCHANGE

Repairs, spares, excellent service, free delivery and collection nationwide.

Tel. 01703 652288

(57759/PRO)

PCV BADGES

PUBLIC SERVICE VEHICLE

KK 16867

DRIVER

Contact: Mark Terrill

Tel or fax: 01273 474816

(51535/P/PCV)

REFURBISHMENT

P.S.V. REPAIRS
REFURBISHMENTS
RE-PAINTS

BLACKPOOL COACH SERVICES

EDDIE SMITH (BODY)
NEALE DANIELS (PAINT)

(Ex-Plaxton-Duple Service Staff)

Telephone/Fax: 01253 698686

Stretch Panels from £450

2-pack re-paints a speciality

(57717/RF)

REPAIRS & RECOVERY

M&H COACHWORKS Ltd

PSV SPECIALIST REPAIRS AND CONVERSIONS

★★★ LEEDS ★★★

Waterboilers, Fridges, Toilets, Video Systems, Servery Units, Webasto heating sales and service

Quality resprays and signwriting
Accident damage repairs
VBRA Approved Repairers
Contact us for quotations, helpful advice and above all, genuine service

★★ STAR QUALITY IS OUR HALLMARK ★★

New Princess Street, Holbeck, Leeds LS11 9BA

Tel 0113 2441671 (Located 1 minute from M1/M621 junction) (After hours phone 0113 2520079) Tel. 0113 2441671

(51538/S/R&R)

GEARBOXES, axles, steering boxes, service exchange or 24-hour repairs service, including semi-autos and Alison Automatics, also parts supplied. **McCARTNEYS. Tel. 0181-808 0582. Fax: 0181-365 1884 (LONDON). Family business, established over 40 years.**

(52551/S/R+R)

REGISTRATION NOS.

NATIONAL NUMBERS

£79	£170	£299	£399
HUI 2712	GAZ 8487	LIL 7911	442 ARU
IAZ 1732	RIW 1917	ADZ 619	KSV 106
LIL 3068	TDZ 8844	FAB 585X	TXO 304
NBZ 5644	TJI 4499	GES 711E	USU 667
NBZ 1670	IIB 2374	GUD 509D	UO 3018
RIW 9060	FAZ 4920	MJI 5556	VYM 128
RIW 2593	£250	NJI 3655	CEX 483
TDZ 7157	EOI 6370	OIJ 848	CAZ 2754
TJI 5896	JIA 7548	SOI 8401	5919 EZ
WIB 9202	AAZ 1353	£350	FSU 106
XIB 3071	DAZ 7741	HXO 836	OND 536
£125	GIW 1642	AIA 2618	ROI 1223
AEF 105A	GOU 59D	BDC 3Y	VYG 283
EAZ 5333	HHR 28K	EIW 1955	VZ 1090
HAZ 5501	HIL 5358	GIL 6686	MBZ 7900
UXI 8630	JIL 8908	HUI 1746	FIL 2400
UXI 8631	SIJ 1036	KIB 381	DIL 1999
YXI 2717	TIA 3129	KIW 8020	1252 JUP

3-7 Day Transfers From £149
GAZ 4630
HAZ 2963
HUI 2554
JIL 2298
LIL 6289
NBZ 4132
RIW 9080
TDZ 4788
TJI 6273
WIB 7175
XIB 1906
FROM £399
XVS 713
XVS 749
HFU 531

NATIONAL NUMBERS

● CNDA ●

PO Box 20, Norton, Cleveland TS20 1YZ

Free lists – 20,000 plates on computer
Money back guarantee
24 hour Answer Service

Tel. (01642) 360066 Fax. (01642) 550500

(57191/REG)

SEAT BELTS

SEATBELTS

★ First Aid Kits
★ Fire Extinguishers
★ Vehicles PSV'd

Seat restraint fitting service as recommended by Carstyle. Manufacturers of the only V.C.A. witness tested restraint.

For details call Stewart Staff

Direct On 01772 687770 or Fax. 01772 671162

(59980/SEATBELTS)

PUT THE SAFETY OF YOUR PASSENGERS FIRST BY CONTACTING

Safety - Fit Ltd

Our NATIONWIDE team of skilled fitters can fit "E" marked 2 point + 3 point restraints in a matter of hours on site!

THIS WILL KEEP THE DOWN-TIME ON YOUR VEHICLES TO A MINIMUM.

From only £18.50 + VAT, a small price to pay in time and money for peace of mind.

Contact our Central Booking Line 0121 454 1649 or fax 0121 454 1070

SAFETEX

Manufacturers of all types of Safety Belts for Buses and Coaches to European Standards

For further details

Tel: (01372) 451272
Fax: (01372) 451282

(59762/SBE)

securon

SEAT BELTS

manufactured to
EUROPEAN (E) &
BRITISH (K) STANDARDS

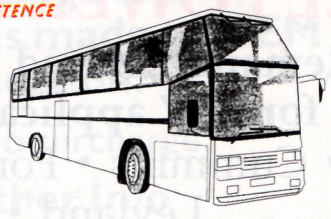
TEL: 01494 434455
FAX: 01494 726499

TRAINING

CERTIFICATE OF PROFESSIONAL COMPETENCE

REGULARLY UPDATED
FREE BROCHURE
HOME STUDY & ATTENDED COURSES

CPC



PASS GO LTD

01443 411019

(57903/TRA)

TRAINING

CPC NATIONAL & INTERNATIONAL COURSES

Course Books and exam entry inc

FREE COURSE IF YOU FAIL

WRIGHTS TRAINING SERVICES

01795 521054

(51308/S/TRA)

CPC IF YOU CAN FIND BETTER OR CHEAPER – WE'LL REFUND THE DIFFERENCE!

Possibly the only notes updated Sept 1995. Video, Audio, Homestudy. Intensive course with free accommodation and free course if you fail.

FREEPHONE 0800 37•35•31
01984 656 310 office
01273 515 649 eves

Friendberry TA4 3IP

TRIMMING

Blackpool Trimshops

STD Plaxton
STD Duple
Van Hool and
Caetano recl,
etc, retrimmed the
same day

Samples by return

+ New Minibus Seats

HEADREST COVERS, CURTAINS

Suppliers of Coach Moquette

Tel: 01253 766762
Fax: 01253 798443

(56799/S/TRI)

DUOFLEX LTD.

Buses and Coaches Retrimmed
Wide choice of moquettes
Low and competitive prices
Junction 10 M40/A43
Barrington Court, Ward Road, Buckingham Road Industrial Estate, Brackley, Northants
Tel: (01280) 701366

(56937/TRI)

TICKET EQUIPMENT

TRANSPORT TICKET SERVICES

(EST. 20 YEARS)

For quality Almex & Setright Ticket Machines

Fare Boxes, Change Givers, Cash Trays, Cash Bags, Punches, Tickets, Wayfarer Rolls etc.

Fast professional machine repair service. Illustrated brochure available.

Tel/Fax: 01600 750 650

Newcastle, Monmouth, Gwent, NP5 4NU

(53132/P/TIC)

TICKET EQUIPMENT

WAYFARER SAVER

ticket machines model HS 350 (Wayfarer 2 style) - 14 of redundant due to equipment upgrade 14 pre-set buttons plus manual keys.

Full working order when retired will sell individually or the lot.

Quickstep Travel Ltd, Leeds.

(0113) 237 7307

(57403/TIC)

SETRIGHT Mk1's £35 Mk2's £50/£60 Mk3's £70
ALMEX Model A £30, £70 & £100
– REPAIRS –
Syro/Sprong type change machines in stock.
Refurbished ETM's also available
For further details contact
Mark, 5 De Gray Close, Lewes, East Sussex
Tel & Fax: 01273 474816
(51536/P/TIC)

VEHICLE LIFTS

LAYCOCK

8 tonne, 4 post commercial vehicle lifts.
23 foot platform

£2,450

Delivered, installed and warranted

Details

0181-673 4414

(59754/VLI)

VEHICLE PAINTERS

COMMERCIAL PSV PAINTERS LTD.

A SUBSIDIARY OF GREENGATE FABRICATIONS LTD SILVERTOWN LONDON E16.

FULL SPRAY BAKE AND TWO PACK FACILITIES FOR COMMERCIAL VEHICLES.
WE OFFER:

- AN EXCELLENT QUALITY FINISH
- A FAST EFFICIENT SERVICE
- VERY FAVOURABLE RATES.

Tel: 0171 473 2111 Fax: 0171 473 2884

(59758/VP)

MINIATURE WORKSHOP

Vehicle painters for buses and coaches. Single and double. Also highliners. Free quotes. Guaranteed paintwork. Very reasonable rates. Sited in Central South East.

Tel. 01892 730613

(57101/VP)

WIPER MOTORS

WIPER MOTORS, electric/air, heater motors, remanufactured and new, all types spindles, arms, fitting service, 24 hour service. **Nealine Windscreen Wiper Products, Unit 1, Birdingbury Road, Martori, Nr Rugby CV23 9RX. Tel: 01926 633256 Fax: 01926 632600.**
(52824/P/WIP)

VEHICLE SPARES

"BUSS BIZZ"

GOUGHS TRANSPORT DEPOT, MORESTEAD, WINCHESTER, HANTS.
Tel: (01962) 715566
Tel: (01962) 715555
Fax: (01962) 714868

VOLVO, LEYLAND DAF, BOVA, DENNIS, SEDDON, SCANIA, BEDFORD, FORD, MAN, PERKINS, MERCEDES, RENAULT, DODGE, IVECO, GARDNER, BRISTOL, DAIMLER

Diesel Engines, Cylinder Heads, Cylinder Blocks, Crankshafts, Camshafts, Differentials, Axles, Transfer Boxes, Gearboxes, Automatic, Pneumocyclic, Manual, Con Rods, Gaskets, Fuel Injection Pumps, Injectors, Starters, Alternators, Turbo Chargers, Compressors, Water Pumps, Power Steering, Rams & Pumps, Half Shafts, Hubs.

'BREAKING LEYLAND TIGERS'
★ SPECIAL OFFER ★
BEDFORD
220/220T/330/330T/466/500/500T short engines, long engines, complete engines, blocks, heads, crankshafts, camshafts, oil pumps, water pumps, compressors, power strg pumps, injection pumps, injectors, gaskets, etc.
Bedford 466 engines ex-Government as new at £1950
Pistons 220/300-300T £19
Pistons 500-500T £49
Liners 500-500T Flanged £29
Liners 500-500T Parallel £19
Bedford 466 Pistons £19 each
330 Bedford Short engines, New £1000
Leyland 680 Pistons £49
Gardner LXB Pistons £49
Gardner LXB Liners £9
New Mercedes 364 engines complete £2150 each outright or £1750 exchange
330 complete engines new/factory £1850 outright or £1500 exchange
NEW & RECON FRONT AND REAR AXLE ASSYS FOR LEYLAND, DAF & VOLVOS
BREAKING: VRT Buses
(57945/VEH)

NEW BUS AND VAN PARTS

MERCEDES 609-709-811D
Bonnets, bumpers, front panels, wings, doors, driver's seats, wiper motors, wiper linkage, rear lights, flasher lamps, mirrors, engine parts, Mercedes 308/307 front panels.
SPECIAL OFFER
MERC 709-811D
WINDSCREENS £50
Tel. L&S FREELANCE
01706 227140
(57329/VEH)

VEHICLE SPARES

P.V.S. (BARNSLEY) LTD

REQUIRE LARGE QUANTITIES OF REDUNDANT VEHICLES TOP CASH PRICES PAID WE WILL COLLECT

1977 DMS
DOUBLE DECKER 2 DOOR
ROUTEMASTERS
FOR SALE

Large stocks of quality spares for most makes of engines, gearboxes, diffs, axles, p. shafts, glass etc etc.

YOUR OWN VEHICLES PREPARED AND MOT'D

Telephone 01226 722052
01226 725003
(eves) 01226 710620
Fax 01226 700261

Established since 1960

(The reliable PSV Dealers)

(57422/VEH)

WANTED FOR CASH

REDUNDANT BUSES

Large stock of second-hand spares available
Daimler, Leylands, A/Ls, AECs, Bedfords, Fords, Nationals and Bristol VRTs.

Domi II and Supreme IV Screens
Domi IV Double Glazed Side Glass

TREVOR WIGLEY & SONS LTD

THE PROFESSIONAL PSV DEALERS

(01226) 723147 – 5 lines

Mobile: (0836) 581848. Fax: (01226) 700199.
Night Lines: (01226) 203294/716479
Carlton, Nr Barnsley, South Yorkshire

(57911/VEH)

Service Exchange DIESEL ENGINES

WE BUY ANY NEW DIESEL ENGINES AND VEHICLE SPARES

No Surcharges plus 12 Months Warranty!

All the following are now in stock for immediate delivery.

- NEOPLAN V10/V8 Mercedes
- SETRA V8 Mercedes
- VOLVO B10M THD
- DAF 825/1160
- SCANIA DS11/DS9
- MAN 280/320
- CUMMINS L10. C Series + B Series
- ALL OTHER MAKES CATERED FOR

ZF TRANSMISSIONS SERVICE EX AND REPAIRS

Fitting Service, Nationwide Recovery.
For more details call Globe Diesels today on (01962) 715707
Fax: (01962) 715296

GLOBE

(57909/VEH)

VOR SPARES

01902 604141

Commercial Gearbox Specialists

Very competitive prices on all exchange gearboxes
Own unit repaired or reconditioned
Reliability unquestioned

(57846/VEH)

UK DIESEL ENGINEERING

GEARBOXES & DIFFERENTIALS
ENGINES & PROPSHAFTS
SERVICE EXCHANGE
NATIONWIDE RECOVERY & REPAIR SERVICE
MANY SPARES IN STOCK
12 MONTH WARRANTY

TELEPHONE 01703 652288

(57157/VEH)

PHONE FREE

To sell your Coach or Bus, simply call freephone number **0800 581885**

The call will cost you nothing on MONDAY AND TUESDAY ONLY.

Access VISA

GAS STRUTS WORN OUT?

Contact

GAS STRUT ENGINEERING

● UK MANUFACTURERS ● QUICK DELIVERIES
● FOR ALL TYPES OF VEHICLE ● COMPETITIVE PRICES

Gas strut ENGINEERING

Unit 14, Singer Way,
Woburn Road Ind Estate,
Kempston, Bedford MK42 7AE
Tel: 01234 843979
Fax: 01234 843916

(57901/VEH)

BRADFORD GRINDERS (U.K.) LTD

We supply New/Reconditioned Short Motors, Cylinder Blocks/Heads, Crankshafts and Connecting Rods, Ancillaries: Kit Sets, Gaskets, Bearings, Pumps etc.

On site services available Nationwide:
Cylinder Block Reboring, Resleeving and Metal Stitching.

Established since 1965 & suppliers to the PSV industry for over 20 years.

SPECIAL OFFERS AVAILABLE PLEASE RING FOR DETAILS

TEL: 01274 733141
FAX: 01274 734610

(56263/P/VEH)

TREVOR WIGLEY & SONS LTD

LEYLAND LEOPARD GB350 GEARBOXES

Stripped, rebuilt, repaired as necessary. Fully tested, large stock.

£450.00

3-month warranty.
As some others might describe as reconditioned

Tel: 01226 723147 5 lines
Mobile: (0836) 581848 or
Fax: (01226) 203294

(57910/VEH)

OVER 6,500 WAYS to make money. Thats how many top decision makers in the coach and bus industry PAY to receive Coach and Bus Week. For more details ring (01733) 63100 NOW.

AUTOMATIC TRANSMISSION

★ Repairs ★ Exchange Units ★
★ On or Off Site Fitting Service ★
★ Semi Autos ★
★ Nationwide Service ★
★ Keenest Prices ★
★ Superior Service ★
★ Up to 24 Month Warranty Available ★

Transfix (01924) 380156

(57803/VEH)

AVON DIESELS

LEYLAND AEC — BEDFORD DAF

RECONDITIONED
ENGINES
HEADS
BLOCKS
CRANKSHAFTS

ZF REPAIRS
S/AUTO GEARBOXES

(56935/P/VEH)

01454 313805

SPECIAL SALE OF DIESEL ENGINES & SPARES

ALL BUYERS WILL NEED TO REGISTER PRIOR TO THE SALE. NON ADT ACCOUNT CUSTOMERS WILL NEED TO LEAVE A MINIMUM CASH DEPOSIT OF £300 AT THE TIME OF REGISTRATION. AN ADDITIONAL DEPOSIT OF 10% OF THE PURCHASE PRICE IS REQUIRED FOR ITEMS PURCHASED OVER THE VALUE OF £5,000.

TUESDAY 14th NOVEMBER at 10am

(Buyers Registration commences 8.30am)

Over 1,000 entries to include:

More than 500 diesel engines including Perkins, Rolls-Royce, Cummins, Deutz, AEC, Iveco/Fiat, Volvo, Wisconten, Renault, Ford, Gardner, Caterpillar, Bedford. Transmissions to fit industrial marine, plant and HGV including a selection of ZF transmatic 8 x 8 MAN Ex MOD gearboxes. Miscellaneous items to include rear axles (ZF, Clark, Kessler, Rockwell, Eton, Bedford and Aveling Barford), ancillary plant to include concrete mixers, Hamm roller, forklifts, aircraft support equipment, generators, NATO razor wire. Up to 6 HGVs.

Ex British Navy Sewage Treatment Plant c/w control room.

Viewing from 8.30am - 5.30pm Monday to Friday.

For up to date information, please contact:

Jeremy Martell, Darren Light or Steven Pearcey on 01252 878555

BLACKBUSHE

Blackbushe Auction Centre, BlackbusheAirport, Blackwater, Camberley, Surrey

DIAL-A-FAX. For a full list of items or confirmation of their availability at this auction dial **0336 413779** on your fax machine and press start when indicated. (Calls charged at 39p per minute cheap rate, 49p at all other times.)

ADT Auctions

THE WORLD'S LARGEST AUCTION GROUP

Appointments & Tenders

Tel: 01733 898111 **Fax: 01733 62656**

LEICESTER CITY COUNCIL
ENVIRONMENT AND DEVELOPMENT DEPARTMENT
SELECT LISTS OF WORKS CONTRACTORS

Applications are invited from suitably experienced contractors for the following Select Lists of Works Contractors which are to be renewed:

E6 Direction Signs
E39 Bus Shelters

The lists will be sub-divided into contract value bands of:
up to £10,000 £10,000 to £100,000 £100,000 to £300,000
£300,000 to £600,000 £600,000 to £4.17m (E.C. Limit)

Applicants are not obliged to apply for all categories: you may apply for individual lists and value bands if you wish. Note that not all value bands are available for all lists – further details will be enclosed with the application form.

If you have any queries please contact Mrs S Kaur on 0116 252 6634. Please apply in writing for an application form and further information, stating in which list(s) you are interested, to:

Director of Environment and Development
Leicester City Council
New Walk Centre
Welford Place
Leicester
LE1 6ZG

FAO: Team Assistant (Client)

Leicester City Council

Completed applications to be returned by 18th December 1995. (57383/TEN)

SCHOOL TRANSPORT MANAGER

£21,759 - £23,943

We are seeking a manager to be responsible for the organisation of school and college transport throughout the County. This is an extensive service with an annual budget of £6 million. Candidates should have appropriate management experience to control a large budget, manage a complex operation and to work with a team and other departments.

Further details and application forms available from Sharon Maguire or Heather Hook, Finance and Administration Group, Education Department, Shire Hall, Westgate Street, Gloucester GL1 2TP. Tel: (01452) 425337. Closing date for applications: 3rd November 1995.

GLOUCESTERSHIRE COUNTY COUNCIL
Working for Equality

POSITIVE ABOUT DISABLED PEOPLE

(57375/APP)

WEST RIDING BUSES

Leading the way in public transport

Engineering Manager

West Riding Buses, a subsidiary company of British Bus PLC, is a major provider of bus services within West Yorkshire and operates one of the most modern bus fleets in the country.

Applications are sought for the position of Engineering Manager (Central Division) based at Wakefield. The successful applicant would be responsible for the cost effective and quality management of all functions relating to staff, vehicles and premises allocated to that division.

We are seeking a self motivated individual who is aware of the reality of a commercial vehicle maintenance operation and has the ability to lead and motivate staff.

In return we offer an attractive remuneration package and the opportunity for career progression in one of the largest bus groups in the country.

If you are interested in this position and feel that you possess the qualities required please apply in writing with full CV, stating current salary to:

Vernon Barfoot
Engineering Director
West Riding Automobile Company Limited
24 Barnsley Road, Wakefield WF1 5JX

Closing date for applications: Monday 13th November 1995

We are an equal opportunities employer.

(57044/APP)

PUTTING YOUR BUS ROUTE OUT TO TENDER?

As a local authority with a route available for tender, it is essential that you get the widest selection of competitive good quality tenders.

CBW
Coach and Bus Week
The PSV industry's news weekly

Coach and Bus Week has a circulation of 6,587 Coach and Bus Operators, giving you the widest possible selection of tenders for your routes.

To book your advertisement just ring **01733 898111**
our readers will do the rest.

London Transport bus services

London Transport Buses will shortly be inviting tenders for the operation of the following London Transport bus routes.

165	Romford - Rainham
193	Romford - County Park Estate
246	Harold Hill - Cranham
248	Romford - Cranham
252	Hornchurch - Collier Row
256	Hornchurch - Harold Hill
346	Upminster - Upminster Park Estate
365	Havering Park - Mardyke Estate
446	Upminster - Upminster Park Estate
645	Goodmayes - Chingford
649	Romford - Campion School
650	Cranham - Gidea Park
652	Rainham - Upminster
656	Romford - Emerson Park

If you are interested and have already submitted your pre-qualification documents then you need take no further action at this stage. However if you are interested and have not completed London Transport's pre-qualification system for bus service tendering then you must do so by 13th November 1995 in order to receive invitations to tender for the above routes.

Pre-qualification documents are available by writing to:

Mr T Wynne
Buyer
London Transport Buses
172 Buckingham Palace Road
London SW1W 9TN

London Transport Buses

Do you want your vacancies filled fast? Your goods cleared quickly? Your name recognised instantly?

If so we've got news for you.

We carry the largest classified section in the Coach and Bus industry; and we have pages packed full with advertisements covering every aspect of the trade.

To find out how we can work for you call us on

01733 898111

NORFOLK COUNTY COUNCIL
Department of Planning and Transportation

Tenders are invited for the provision of local bus services in the Norwich, Dereham, Great Yarmouth, Wymondham, Harleston, King's Lynn and West Norfolk areas commencing 30th December 1995 onwards.

Forms including full details are available on application to the Director of Planning and Transportation, County Hall, Martineau Lane, Norwich, NR1 2SG, marked for the attention of the Public Transport Officer, and must be returned to the Chief Executive and Clerk by not later than 2 p.m. on Thursday 9 November 1995.

(57362/TEN)

Over 6,700 ways to make money

That's how many top decision makers in the coach and bus industry PAY to recieve Coach and Bus Week.

For more details ring (01733) 63100 NOW

Cox: opportunity

▼ Insurance

Belmont post

RICHARD Cox (33) has joined insurer Belmont International from Jardine Transrisk Services. Well known throughout the industry, he took his new job as associate director on day two of the show, using it as an opportunity to catch up with old friends. He has been in fleet insurance for the past 11 years.

▼ Coach and Bus

WMT chief executive Joe Duffy steps down

by Frank Forster

WEST Midlands Travel chief executive **Joe Duffy** says he intends to relinquish his role and to step down as a director of the company.

The move has shocked the industry and was the talking point of last week's Coach & Bus 95 at the NEC.

WMT group finance director **Phil White** has been appointed acting chief executive.

Mr Duffy had been in the position for only two months and the latest move follows the early retirement of WMT chairman **Don Colston** through ill health (*CBW*, 19 August) and the redundancy of commercial director **Brian Kerslake** after the merger with National Express (*CBW*, 16 September).

The WMT board says "it has agreed with regret to accept Mr Duffy's decision," which will become effective after discussions to arrange a mutually convenient date and an orderly and smooth transition of responsibility.

Mr Duffy said: "I have greatly enjoyed the 11 years I have spent at West Midlands Travel in helping to build a first-rate public transport company and in assisting in the merger with National Express.

"I am sure the company will go forward in partnership with National Express and I hope that my experience will be of assistance in achieving continued growth of the business."

National Express group chief executive **Ray McEnhill** said: "Joe has made a strong and valued contribution to WMT over the past decade. I know we will have his continued support in the future."

Duffy: shock move

White: taking over

CBW Coach and Bus Week
The PSV industry's news weekly

SUBSCRIPTION ORDER FORM

Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

Payment (please tick as appropriate)

Coach and Bus Week

UK	1 year's subscription	£49
Eire/Europe	1 year's subscription	£92
Airmail	1 year's subscription	£124

Coach and Bus Week and Transit (New Subscribers)

UK	1 year's subscription	£121
Eire/Europe	1 year's subscription	£164
Airmail	1 year's subscription	£196

Transit (Existing Coach and Bus Week Subscribers)

UK	1 year's subscription	£72
Eire/Europe	1 year's subscription	£115
Airmail	1 year's subscription	£147

IT IS IMPORTANT TO ANSWER THE FOLLOWING QUESTIONS. THANK YOU FOR YOUR HELP.

YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

Owner/Director ☐ 01
Senior/General Manager ☐ 02
Engineering/Service Manager ☐ 03
Other. (please specify) ☐ 04

2. What is your company's main business function?

Bus Operator ☐ 01
Coach Operator ☐ 05
Coach & Bus Operator ☐ 02
Local Government ☐ 03
Other (please specify) ☐ 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

	Buses	Coaches
1-5	☐ 01	☐ 10
6-10	☐ 02	☐ 11
11-15	☐ 03	☐ 12
16-25	☐ 04	☐ 13
26-39	☐ 05	☐ 14
40-100	☐ 06	☐ 15
101-400	☐ 07	☐ 16
401-1000	☐ 08	☐ 17
1000 +	☐ 09	☐ 18

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

	Pur	Spec	Rec
Vehicles	☐ 01	☐ 12	☐ 23
Parts/Spares	☐ 02	☐ 13	☐ 24
Oil/Fuel	☐ 03	☐ 14	☐ 25
Breakdown	☐ 04	☐ 15	☐ 26
Insurance/Finance	☐ 05	☐ 16	☐ 27
Fuel Cards	☐ 06	☐ 17	☐ 28
Training	☐ 07	☐ 18	☐ 29
Venue/Attraction Tickets	☐ 08	☐ 19	☐ 30
Ferry Crossing	☐ 09	☐ 20	☐ 31
Hotel Bookings	☐ 10	☐ 21	☐ 32
Theatre Tickets	☐ 11	☐ 22	☐ 33
Other. (please specify)			☐ 34

5. What type of work does your company undertake?

(Tick all that apply)

Private Hire ☐ 01
Day Excursions ☐ 02
British Tours ☐ 03
European Tours ☐ 04
Local Government Contracts ☐ 05
Emergency/Breakdown Services ☐ 06

By cheque: I enclose a cheque for £..... made payable to EMAP Business Communications.

By credit card: I authorise you to debit my Mastercard/VISA/DinersClub/Amex card for the amount of £ .....

Expiry date ..... /.....

By invoice: Please invoice my company ☐

Card number: ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Signed.....

Name:.....

Job title.....

Company:.....

Address.....

Postcode.....

Tel:.....

Return to: Mark Barton, *Coach and Bus Week*, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

YEATES

'THE OPERATORS DEALER'

FOR THE BEST PRICED NEW & USED COACHES

Have a limited number of quality ***NEW*** coaches available for sale

VOLVO

OPTIMO

PLAXTON

JONCKHEERE

YEATES

Bus & Coach

Brisco Avenue, Loughborough, Leics LE11 0HP

Contact us today to avoid disappointment

Phone 01509 217777 Fax 01509 260978

"Quality part exchanges welcomed"